

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 30.08

(ESTABLISHED 1881.)

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October 24, 1913, Temperature a.m. 72, p.m. 79; Humidity...87, 71.

October 24, 1913, Temperature a.m. 72, p.m. 74; Humidity...71, 59.

9,281 號六廿月九年丑癸

SATURDAY, OCTOBER 25, 1913.

大拜禮 號五廿月十英港香

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TELEGRAMS.

HOME POLITICS.

A HOME RULER'S WARNING.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.

The Unionist papers give prominence to a letter from Lord Charnwood, in which he describes himself as an inveterate Home Ruler, and wherein he pictures the situation in Ulster, from which he has just returned, as most grave. He says the Ulstermen are better armed and organised than is generally supposed, and are ready to meet defeat and death.

Liberal M.P.'s Warning.
Mr. Ellis Davies, M.P., speaking at Pwllheli, warned the Liberals to be in readiness, as an early election was possible.

India and Ulster Campaign.
Lord Crewe, Secretary of State for India, speaking at Ipswich, said that despite a vast correspondence on the subject of Ulster he desired to guard the country against being misled into the belief that a new situation had arisen. He heard from authoritative sources that the effect upon India of the Ulster campaign was becoming serious matter.

HOME RACING.

LATEST CAMBRIDGESHIRE QUOTATIONS.

London, Received Oct. 25.
The latest London betting on the Cambridgeshire, to be run at Newmarket, on Wednesday next, is as follows:

9 to 1 Fairy King.
10 to 1 Saintair.
100 to 8 Florist.
100 to 8 Drimora.
100 to 7 Equanimity.
100 to 6 Maiden Erlegh.
100 to 6 Bluestone.
20 to 1 Lorenzo.
20 to 1 Khedive.
40 to 1 Mercutio.

DISTRESS IN INDIA.

London, Received Oct. 24.
Reuter's correspondent at Simla reports that distress having been forecasted in the drought-stricken districts in the United Provinces, 60 lakhs of rupees have already been advanced for the relief of agriculturists.

KNIGHTED.

NEW SOLICITOR-GENERAL.

London, Received Oct. 24.
Mr. S. O. Buckmaster, the newly-appointed, Solicitor-General, has received the honour of Knighthood.

PANAMA EARTHQUAKE.

London, Received Oct. 24.
Another severe earthquake experienced over the whole of the Isthmus is reported by Reuter's correspondent at Panama. The Canal zone, however, was not damaged.

BOMBAY FAILURES

London, Received Oct. 24.
Reuter's correspondent at Bombay reports that a pearl merchant here has failed, his liabilities amounting to the sum of 40 lakhs of rupees. A ghee merchant has also failed for three lakhs.

TELEGRAMS.

MEXICAN TROUBLE

FRENCH CRUISER SAILS.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 25.

The French cruiser Conde has been ordered to sail for Mexico. Sanctor Diaz is still at Vera Cruz, surrounded by a handful of his followers. Up to the present 17 arrests have been made in connection with his arrival.

Diaz Still at Vera Cruz.

London, Received Oct. 24.
The situation regarding Mexico is puzzling, while it is denied in London that there is anything amounting to tension with America connected with it.

Europe "Hands off."

London, Received Oct. 25.
Telegrams from Washington continue to aver that the Administration is disappointed and upset by the British disinclination to follow America's lead respecting Huerta. President Wilson and Mr. Bryan are unusually reticent, but the officials at Washington are talking vaguely of impending drastic measures, including the "Hands of Policy" to Europe generally, concerning Mexico.

TIBETAN SITUATION.

TROOPS IN DESPERATE STRAITS.

London, Received Oct. 24.
The Chinese correspondent of Reuter states that the Chinese soldiers in Eastern Tibet are in desperate straits for food and money, and grumbling against their officers. Constant demands for assistance reach Tsi-tien-Lu from the troops near the Tibetan frontier, but they are compulsorily refused, owing to lack of funds. The winter is now beginning, and Tibetans, ever on the alert, are ready to attack the enemy at a favourable opportunity.

COMPANY MEETING.

(Continued from page 5.)

erty should enable the debentures to be entirely liquidated. But no, they will not listen to this proposition. They want the Capital called up even though by doing so they will not be able to accomplish their avowed object of paying off the debentures. The battle cry is "pay off the debentures." They will be satisfied with nothing else. They say give us smaller dividends, but pay off the debentures. How many men are there in business who, trade solely on their own Capital, when they can borrow at 6 per cent. and earn 12 per cent. on the money borrowed? A man who has purchased these new shares at a premium have done so with their eyes wide open, they have been purchased by some with the direct object of forcing the Company to make this call. This is made clear by their statement, that should they fail to carry their point at the present time, they will continue to buy shares till they have acquired more than half the Capital of the Company or a sufficient number of shares to force the hands of those who are now unwilling to accede to their wishes. Do the majority of the shareholders want smaller dividends, what think you? The very ones who now say give us smaller dividends have said to me, year after year "a very good report, but next year I hope you will give us larger dividends." (Laughter) Why this sudden change? This meeting should have been

TELEGRAMS.

CONCERNING ZANZIBAR.

NEGOTIATIONS PROCEEDING.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.

In connection with the despatch from Zanzibar, the Daily Chronicle gives prominence to a telegram from its Special Commissioner in Germany stating that negotiations are proceeding between Great Britain and Germany, which are largely concerned with Colonial developments, and are expected to reach a favourable conclusion.

CHINESE NAVAL COLLEGE.

DIRECTOR APPOINTED.

London, Received Oct. 24.
Captain Harold Christian, R.N., M.V.O., has been appointed Director of the new Naval College to be established at Shanghai. He sails for the Far East shortly with a number of British instructors in the various branches, who are employed by the Chinese Government. The engagement is for three years. China likewise desires the institution of several training ships.

CUBAN SUGAR CROP.

EXCEEDS PREVIOUS RECORDS.

London, Received Oct. 24.
A telegram received in New York from Havana (Cuba) estimates the sugar crop as 2,429,200 tons, which is beyond any previous figures.

held in June last and would have been held then but for the threats made by certain large shareholders. These threats they gave effect to on October 4th the date on which the last meeting was held. Whether they will do so again to-day remains to be seen. I am divulging no secret gentlemen, it is, and, has been for months past known to many and has been freely discussed in the street. Gentlemen, I ask you to vote for the Resolution. (Applause.)

Mr. Grist said:—Mr Chairman and Gentlemen. We have before us to-day precisely the same Resolution that we had before us at the meeting held on the 4th inst. At that meeting an amendment was proposed but only with a view to making the Resolution retrospective. The shareholders rejected the measure and expressed an opinion adverse to it, but in spite of this the Directors have thought fit to call the present meeting, and again bring the matter forward. With regard to the merits or demerits of the Resolution I do not think I can usefully add anything to what I said at the last meeting a copy of which I will read.

The objects for which the present meeting has been called have been fully explained to you and shortly after that the constitution of the company does not allow it to pay a larger or different dividend in respect of the fully paid shares than the partly paid shares although it has done for years past. It is now sought to alter the constitution of the company to enable or rather make it imperative upon it to pay a dividend pro rata in proportion to the amounts paid up on the shares entirely forgetting or losing sight of the fact that the company is trading at any rate in part upon the credit of its uncalled capital, that is the liability of the holders of the partly paid shares for the unpaid amounts. It is obviously unfair that they should

TELEGRAMS.

RAILWAY COMMISSION.

A SURPRISE TO DIRECTORS.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.

The appointment of the Railway Commission and the vagueness of its terms of reference is commented upon in the papers. It is stated that the appointment was a surprise to many Railway Directors.

What is Contemplated?

London, Received Oct. 24.
The papers are of opinion that the Nationalisation of Railways is contemplated. The Unionist Press asserts that the appointment of the Commission, together with the Land Campaign, is intended to divert attention from Ulster, and believe that the Government is afraid of the possibilities of an Ulster rising, and is contemplating an early election.

FLIGHT TO CARIO.

AUSTRIAN RESTRICTION.

London, Received Oct. 23.
A Paris telegram states that the Austrian Government has forbidden the airman D'Amour to fly over southern Hungary, and he has, therefore, been obliged to change his route to Cairo. Aviator Reaches Ebnat.
M. D'Amour and his passenger have reached Ebnat after having experienced some engine trouble.

new shareholders should receive no compensation for this liability or the benefit of the credit so obtained by the company and on that ground I oppose the passing of the resolution. There is also another and perhaps stronger reason why this resolution should not be passed and that is—when the new shares were issued the company by the issue of them agreed to sell to the new shareholders 8/20ths of the concern, there being nothing in the Articles of Association allowing the company to differentiate between the old and new shareholders in respect of dividends or otherwise. An attempt is now being made to deprive the new shareholders of their rights to receive this 8/20ths which they have purchased. I do not think it competent to the larger section of shareholders to pass the present resolution which would have the effect of depriving a smaller section of shareholders of their rights to the advantage of the larger section. An easy solution of the difficulty would be to call up the unpaid capital in respect of the new shares and make all the shares fully paid. This would be fair on both classes of shareholders and it would then be no longer necessary to alter the constitution of the company. It would place all shareholders on an equal footing and they would all rank alike in respect of dividends and in all other respects.

Mr. Maitland said:—I am somewhat surprised to find that there is opposition to the passing of the Resolution before you.

I do not suppose that a single shareholder expected that the dividend would be paid otherwise than pro rata, nor that the fully paid up shares would receive twice as much as the partially paid up shares, until the point was raised by the auditors, and even then a very large proportion must have expressed surprise that there was anything in the point, which in my opinion as regards the Hongkong Hotel Co. is against equity although it may be the law.

Even on the law side there must be a difference of opinion as to the point, which is, for your directors, were they advised that they were in order in

TELEGRAMS.

DUBLIN SITUATION.

ASTONISHING DEVELOPMENT

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.

Crowds assembled on Dublin quays, including many priests, in anticipation of the departure of 50 children last evening. They sang "Faith of our Fathers" when the steamer left without taking the children, and raised cheers for the Archbishop.

Mrs. Montefiore, an English writer and a Socialist, who was chiefly responsible for providing homes for the children, has been arrested on a charge of the abduction of 18 Dublin children. They have arrived in Liverpool, and were housed with Trade Unionists.

A later message says that the lady arrested at Kingsdown is the daughter of an American Senator, Mr. Gage.

recommending the dividend on the same lines as it had been paid since the new issue of capital was made, and now they have been advised differently.

Mr. Grist, speaking on behalf of a certain body of shareholders at the meeting on 4th Oct., and again to-day, argued that the company had been trading on the unpaid call. I can assure you that this was not so when the auditors called attention to the payment of dividend, nor is it so now, for I look on the debentures of this company almost if not quite as good a security as Bank of England stock. He (Mr. Grist) further stated that it would be fairer to call up the unpaid capital, so it is clear in a nutshell that a certain body of shareholders who hold a large proportion of the partially paid up shares are taking an unfair advantage of the Articles of Association, to force the majority of your directors to make all shares fully paid up, when in their opinion as business men, they do not consider it in the interests of the shareholders as a whole, or in the interests of the company to do so. Certainly the absentee shareholders should have the situation fully put before them.

Until the Resolution before you is passed and confirmed your directors cannot very well recommend a dividend at all, and the delay is not fair to shareholders (particularly those residing at home) who may be counting on their dividends for current expenses.

I submit in all equity, that the question before the meeting at present should be treated as it is, it being a separate matter from the one of calling up of the unpaid capital and I ask your support to enable the dividend to be paid as heretofore; it is certain that no shareholder expected anything but a pro rata dividend when the new issue was made or the point would have been raised long ago.

The Chairman:—Does any other gentleman wish to address the meeting?

Mr. F. B. L. Bowley:—Mr Chairman, Mr. Grist in addressing the meeting just now made a remark which I should like to challenge. He stated at the last meeting that the shareholders objected to the resolution and as some of the gentlemen present were not here at the last meeting, I should like to state that what happened at the last meeting was, first I remember a speech by Mr. Grist and the resolution and the votes for the resolution greatly exceeded the votes against the resolution that is to say—

The Chairman:—Yes, greatly exceeded.

TELEGRAMS.

COLLEGE EXPLOSION.

NEARLY 300 MEN ENTOMBED.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.

Reuter's New York correspondent reports that a terrible explosion has occurred at a colliery at Dawson, New Mexico, 284 men being entombed, of whom 22 have been rescued. Six bodies have up to the present been recovered.

Mr. Bowley:—And they exceeded them. If there had been one or two more voting for the resolution we should have had the requisite majority of three quarters. I think it was rather a surprise to some of the shareholders present when the chairman said that the resolution was passed. I don't want to enter into any legal argument with the legal gentleman who is opposing this resolution, I have not the honour to be the legal adviser to the company, nor do I represent a single shareholder here except myself, but I think it would be of interest to some of the shareholders, to hear what my opinion is on that as an investing shareholder, because I am convinced, because my opinion is that a great many shareholders are not able to be present here to-day because they are not in the colony.

Gentlemen, I was an old shareholder when this new issue was offered to us. I took up the new issue and I hold old shares and new shares, and when I took up the new issue I was under the impression, the impression I have held ever since, that the dividend on the new issue would be pro rata on the amount paid up on the new issue. (Applause.)

Until this year we have always received that dividend and I believe that the majority of the investing shareholders in this company have been perfectly satisfied with this dividend. And the opposition as Dr. Noble has just told you is engineered by speculating investors, who are trying to take advantage of what obviously is some clerical error in the drafting of the articles of the company. I ask you therefore, gentlemen, to vote for this resolution and to bear in mind that a three quarters majority is necessary to carry this resolution. The Chairman:—Anyone else wish to address the meeting? After asking those present to address the meeting, gentlemen, I shall put the resolution. As no one else wishes to address the meeting I will now put the resolution. Proposed by myself and seconded by Mr. Maitland, that the following new article be inserted in the company's articles of association—after article No. 10.

10a. "The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Those in favour please signify in the usual way. For, 21. Twenty-one hands! Now those against, gentlemen. Against, 24. On the show of hands, gentlemen. Therefore the resolution is lost.

Dr. Noble:—I demand a poll of all shareholders. Gentlemen, I think it is necessary that more than one shareholder should make this demand. Will five other gentlemen back me up?

A number of gentlemen put up their hands.

The Chairman:—There are more than five. That, of course, means that the poll will have to be taken on a fixed day, a date some time hence. I should think three months. We have a calendar here. We will reckon it now.

TELEGRAMS.

FOUNDERED STEAMER.

ONE SURVIVOR.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.

The sole survivor of the Vestakusten, has been brought to Hernoe Sand. There were 55 passengers aboard and 20 crew. The survivor clung to the rigging with a number of firemen, who dropped off in the night.

we must see that it is not a Sunday.

Mr. Bowley:—Would not two months be sufficient, Mr. Chairman?

The Chairman:—The poll that has been demanded is of the whole of the shareholders in the company, and those who are absent would have to give proxies. We don't want to keep it too long. We see your point but we want to give a fair time.

The Chairman:—Mr. Bowley, the tenth of January, that is eleven weeks. Well, gentlemen, the poll that has been demanded is a poll of the members to the company and in order to acquaint them, a time will have to be given so that the members at home can come and vote, and if they cannot come out they can send proxies to represent them. Therefore I have to announce that the poll will be taken on Saturday Saturday January 10 at noon.

Mr. Grist:—Mr Chairman, with regard to fixing noon I would suggest it be fixed much earlier.

The Chairman:—It struck me when I said it.

Mr. Grist:—Because it takes four or five hours at least.

Dr. Noble:—We will try to take it under.

Mr. Grist:—I don't think you will succeed.

Dr. Noble:—It will take nine weeks.

Mr. Grist:—It will take a very long time to take a poll.

The Chairman:—We will fix it at eleven a.m. Nothing more to say Mr. Grist?

Mr. Grist:—No. Thank you.

The Chairman:—Gentlemen, that concludes the business, thank you for your attendance.

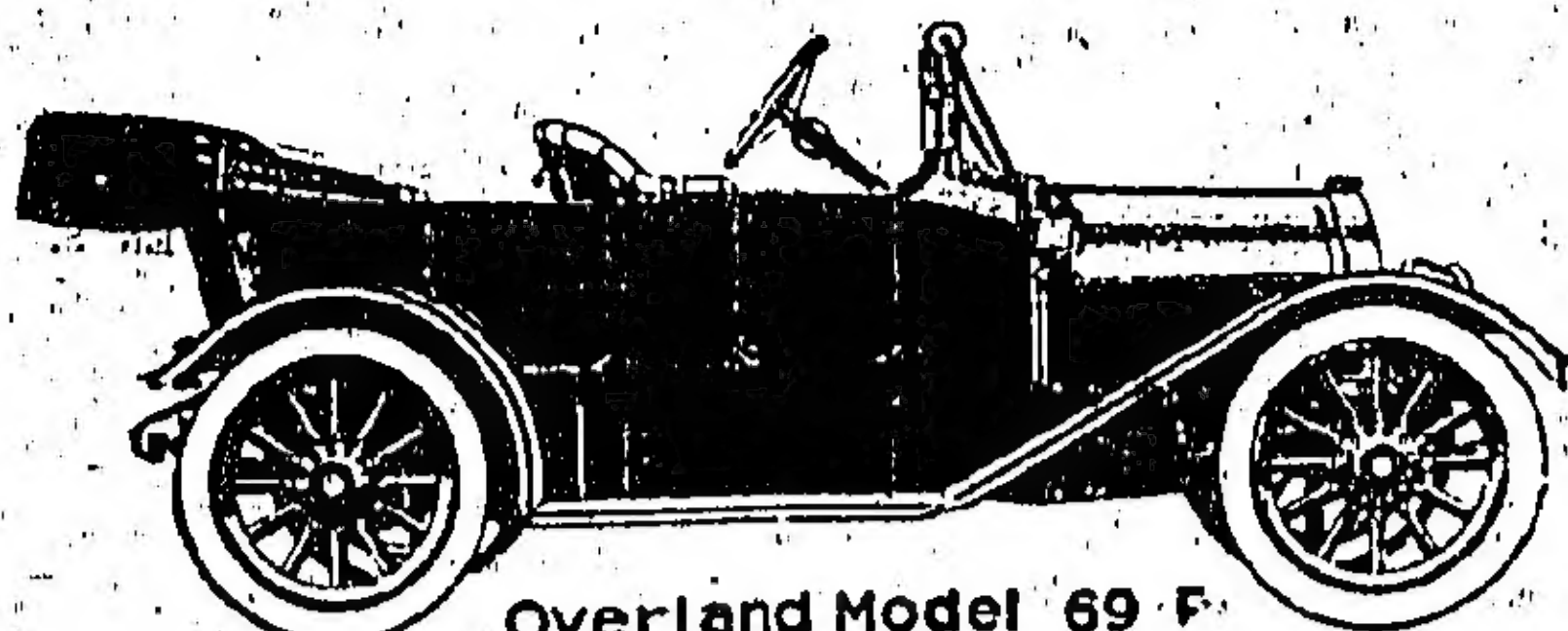
The meeting then concluded. Analysis of the voting.

Those who voted for were:—

Messrs Gibbs,
Walker,
Manuk,
Lloyd,
Potts,
Weill,
Lai Chan,
Clarke,
Leung Kam Ming,
Fung Tai Hang,
Geo. Lummet,
She Po Shan,
Landale,
Bowley,
Bonnar,
Maitland,
Skott,
Goetz,
Dr. Stedman,
Doe and
Dr. Noble.
Against:—
Messrs Grist,
Ford,
Lee,
Chan Fu Shun,
Vessoons,
Sternberg,
E. S. Ellis,
Noronha,
M. D. Silas,
E. E. Ellis,
Avenell,
E. Raymond,
J. E. Raymond,
Galluzzi,
Tobias,
Logan,
Basto,
Lorrie,
S. H. Michaels,
S. Michaels,
Wong Lui Tai,
Alves,
C. D. Silas,
Ivor Gourgey.
The chairman did not vote.

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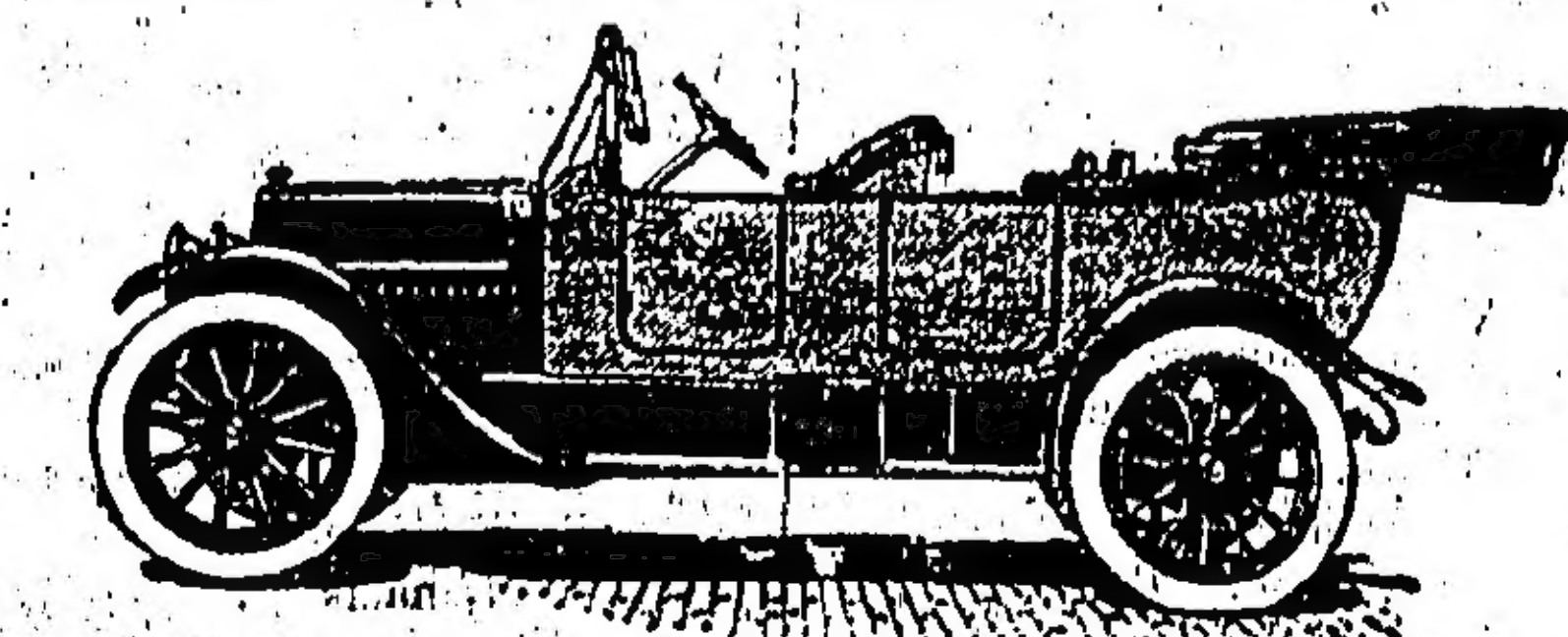
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" NYANZA 17-9-13	12-11-13	" KATORI MARU 22-10-13	4-12-13
" IYO MARU 24-9-13	6-11-13	" SYRIA 29-10-13	13-12-13
" MORE 1-10-13	16-11-13	" KAMO MARU 5-11-13	18-12-13
" HIRANO MARU 8-10-13	20-11-13	" SUMATRA 12-11-13	27-12-13

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Hongkong, 1st Feb., 1912. [13]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

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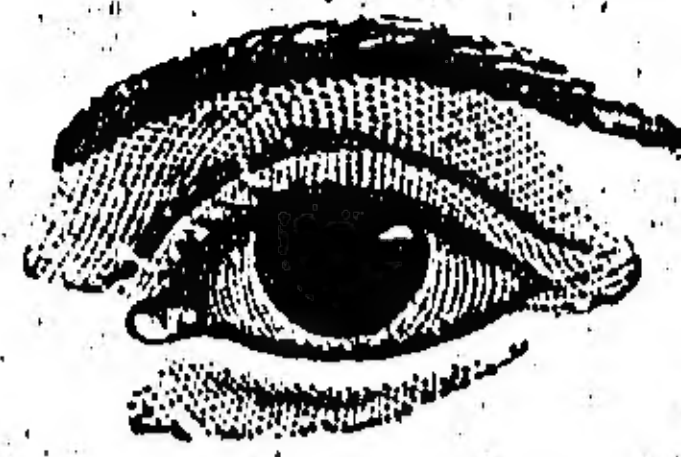
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OUR CONTEMPORARIES.

South China Morning Post.

Corrupt Officials.

One often hears of the corruptness of China, and indubitably there is much reason for believing that all officials are not beyond reproach, but in considering this question it must be remembered that there is a vast difference between monarchical and republican forms of government, when they are set one against the other for the purpose of ascertaining the facilities for "graft." In the former case those who are placed at the head of affairs are frequently, if not always, wealthy men who are solely desirous of power and who are bound by traditions which may not be violated with impunity. In democracies those in power are generally poor and have their fortunes to make, so that whereas in monarchical governments the leaders corrupt the people for their personal ends, under a Republican form of Government the reverse is the case. In France and America many men have from time to time, been accused of making their fortunes at the expense of the State, but this has rarely been the case in Great Britain or Germany, and it would be a remarkable thing, in America at all events, if a politician were to be accused of spending his own money for the purpose of corrupting voters.

Daily Press.

The P. W. D.

But the general complaint that the methods of the Department are "slipshod and happy-go-lucky" and the declaration that the public demand "radical reform," are not such matters as can be airily dismissed, especially when the fact is borne in mind that the organisation of the Department has been already condemned by a committee of Inquiry and that Sir Frederick Lugard in a speech in the Council many months previously had recognised that some measure of decentralisation was necessary in the Public Works Department. "The Head of the Department," His Excellency said, "is over-weighted, but what form that decentralisation should take is a matter demanding very close examination and inquiry." It was Sir Frederick Lugard's opinion that the Colony's progress has been at such a rate that it has outgrown its systems. He announced his intention to investigate this subject without delay, collect facts, formulate his own views upon it, and then probably ask several unofficial members of the Council to assist on a Commission if that should be necessary.

China Mail.

The Budget Discussion.

The discussion on the Budget at yesterday's Legislative Council meeting led to some very interesting--and, in some cases, in some pointed--expressions of opinion on matters that are of much public interest. Several of the unofficial members intervened upon some points in the estimates that certainly called for a clearer and fuller statement than had been given by the Government; and the members referred to, in giving articulate expression to the dissatisfaction quite obviously felt by many of the tax-payers, earned the gratitude of the community. These were no fanciful grievances upon which they dilated, and it is to be hoped that something more fruitful than the rather lame replies that were forthcoming from H.E. the Officer Administering the Government and from the Hon. Director of Public Works will result.

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GENERAL NEWS.

Fourpence a Mile.

After the cycle-car, the cycle-cab. This is a new development of the side-car as affixed to motor-cycles, the vehicle having the form of a miniature taxicab, which will hold three people in addition to the driver of the bicycle. Its cost is only half that of the ordinary taxicab, and the inventor holds out the alluring vision of being able to "taxi" in London at a cost of no more than fourpence or fivepence a mile.

A Noted Engineer.

Mr Herbert William Garrett, whose death is announced, was widely known in the railway world by his invention of a type of locomotive differing from all other railway engines. He was only in his 29th year, but had had a great deal of engineering experience. He had charge of the installation of the automatic vacuum brake on one of the leading Argentine railways, and subsequently had charge of the locomotives and rolling stock of railways in Peru, Cuba, and Lagos.

Slim or Stout.

Hamlet's girth, which is being debated in Paris, has for many years formed a subject for discussion. Most people would not probably conceive a melancholy, introspective, and very romantic character as being otherwise than thin, and no slim actor who has essayed the part has ever had recourse to padding. On the other hand Burbage, who originally played the part, was fat, which, according to Sir Herbert Tree, may have caused the famous line to assume the form it has in most texts.

Primrose League.

A distinct loss is sustained by the Primrose League by the death of Lady Knightley of Fawsley. Before he went to the Upper House the late Lord Knightley was for forty years the Conservative representative, first of Northamptonshire and then of the Southern Division of the county, and his wife, who always took a keen interest in politics, was one of the first members of the Primrose League. Lady Knightley was also present at the meeting called by Lady Glenesk for the formation of the Ladies' Grand Council.

American Morality.

We wonder whether the United States Immigration Authorities have forgotten the verdict of the civilised world on the treatment in America of Maxim Gorky on account of his domestic relationships. The claims of the Americans to act as arbiters in questions of morality is more than a trifle grotesque, in view of the fact that the laxity of their divorce laws is everywhere notorious. Moreover, Chicago, New York, and San Francisco have attained the unsavory, but deserved, reputation of being the world's most vicious cities.—Globe

Mr Pett Ridge and the Sugar Box.

Mr Pett Ridge described the football match between Fulham and Huddersfield for the *Daily Mail*. The result was that Fulham won the only goal. Mr Ridge gave this happy glimpse of a sugar-box used as a motor:—

Outside, a young woman, seated in a car of modern make, with the name of a nobody's Cube Sugar on the side, views the joyous twenty thousand as they go, and to one puts a question.

"Ain't sorry," she remarks to her pained brother, who is chauffeur. "The news will do further a lot more good than what the panel man has done!"

Novelists and Libraries.

There is very good sense in Mr Galsworthy's letter to the *Times* on the library censorship of novels. "Let it be said emphatically," he writes, "that there is no fiercer hatred of indecency exploited for the purpose of making money, no greater loathing of obscenity for the sake of obscenity, than that which is implanted in the mind of any sincere literary workman." But at the same time he protests against a "secret tribunal of middlemen assessing without check the moral value of our wares," and suggests the appointment of a small committee of authors to whom the libraries could submit any book they think of having, on the understanding that they would abide by the decision of that committee.

THE MYSTIFYING MAGICIAN

CARUSO'S CARICATURE OF MALINI.



The above is a caricature of Mr. Max Malini, drawn by the famous singer Signor Caruso, in London, in 1906. At that time, we are informed, Signor Caruso was doing his best to train Malini for the concert platform and operatic stage, and Malini was preparing Caruso to mystify monarchs. History does not record what progress either man made in the new sphere. Malini is to appear in the Chamber of Commerce Hall on Wednesday and Friday next.

THE FIGHTING IN HUNGKING.

Extraordinary Behaviour of Merchants.

Chi ngking, Oct. 3.

It now looks as if all our troubles were over, but it will be some time before the port recovers from the effects of the past two months.

While Haiung and his followers were here the merchants dwelt in fear of what might happen, and when the Kuaichow troops came they were sure that even a worse fate was in store for them. They insisted that Kuaichow intended to annex Chungking, and in other ways to lord it over the people. So great was their faith in this delusion that scores of merchants left for Ichang on the last day of the Shunung.

The Chamber of Commerce have acted like children in the way they have dealt with the situation from the beginning.

In the first place they did not give Huang, and his troops any sort of a decent welcome when they came. As soon as they heard he was coming they recalled all the ferry boats to this side of the river and locked all the gates. This, however, did not stop Huang, who commanded the only two boats and despatched as many soldiers as they would hold, with the effect that he soon had all he needed. When they reached the city side, they must first scale the wall, shoot two gate keepers before the gates could be opened, and in other ways find out that they were not welcome.

Huang's Efforts for Peace.

Two days afterwards the terdy Chengtu troops put in their appearance, and in place of urging them to go elsewhere the Chamber of Commerce rather encouraged them to persist in their efforts in wanting to stop in the city. Huang knew there would be trouble if the two different factions were in the same city, and I have it on good authority that he wished to prevent friction, but the one-sided action of the Chamber of Commerce precipitated the trouble which we had a week ago last Sunday.

When the Chengtu troops made the attack in the city the merchants did all they could to help them. The volunteers, whose guns had been taken away by Haiung and restored to them by Huang, were used against him to help the Chengtu troops. They concluded the Chengtu troops in their shops, where they had the

advantage over Huang's troops who were in the open.

The Consuls Intervene.

After the fighting had gone on for some time members of the Chamber of Commerce waited upon some of the Consuls and implored them to stop the fighting, stating it would make no difference in whose favour they decided. The Consuls debated and decided that Huang should remain and Wang of Chengtu withdraw.

No sooner was the decision made and the fight stopped than the same people said that if the Consuls had not interfered the Chengtu people would have driven them from the city. Scores of innocent people were killed in cold blood and many were the protests against the barbarians from Kuaichow. There is no doubt but that the Chengtu troops were the aggressors and they deserved all they got, but no excuse can be given for the murder of innocent people.

Appeased with A Gift.

We have had quiet for a week now and authentic news has come saying that Szechuan is to pay Huang and his men \$200,000 and they are to return to Kuaichow and that Chow, Commander of the 1st division, located at Luchow, is to become military commander in charge of this district.—North China Daily News.



Headache

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MEIRION, Nos. 9 & 10, Peak, unfurnished, 6 Rooms. Cheap Rental, from 1st December, newly painted and colour washed. R/GATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, Mount Kellett, (Church Mission Society Bungalow) from 1st October, 1913, till 30th May, 1914, partly furnished. Cheap rent.

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(From 1st November, 1913.)—No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis Court.

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Hongkong, 2nd Oct., 1913 [211]

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TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [966]

TO LET.—Ranfurly, No. 11 Conduit Road. GODOWNS, 34, Wanchai Road, 102, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.

TO LET.—Furnished or unfurnished, ground floor of No. 2, Bay View, Mody Road, Kowloon. [982]

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TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON.

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TO LET.—No. 2 Mountain View, The Peak. Apply—Linstead & Davis, Hongkong, 9th June, 1913. [345]

FOR SALE.

FOR SALE.—MOTOR LAUNCH HULL (second-hand) for sale. Length 50 ft., beam 8 ft., depth 4 ft., 6 in. Photo and/or order to inspect on application from DODWELL & Co., Ltd. [974]

Notices

Sanitary Engineering. Mr. Osbert Chadwick, whose death is announced, was, like his father, a great sanitary engineer. The late Sir Edwin Chadwick was a noted worker for hygienic reform, and his son was responsible for the improved sanitary condition of many places in the colonies. He was at one time retained by the Colonial Office as consulting engineer, doing excellent work in Mauritius, Hongkong, and Grenada, but his magnum opus was the construction of the Males waterworks in the eighties, for which he received his C.M.G.



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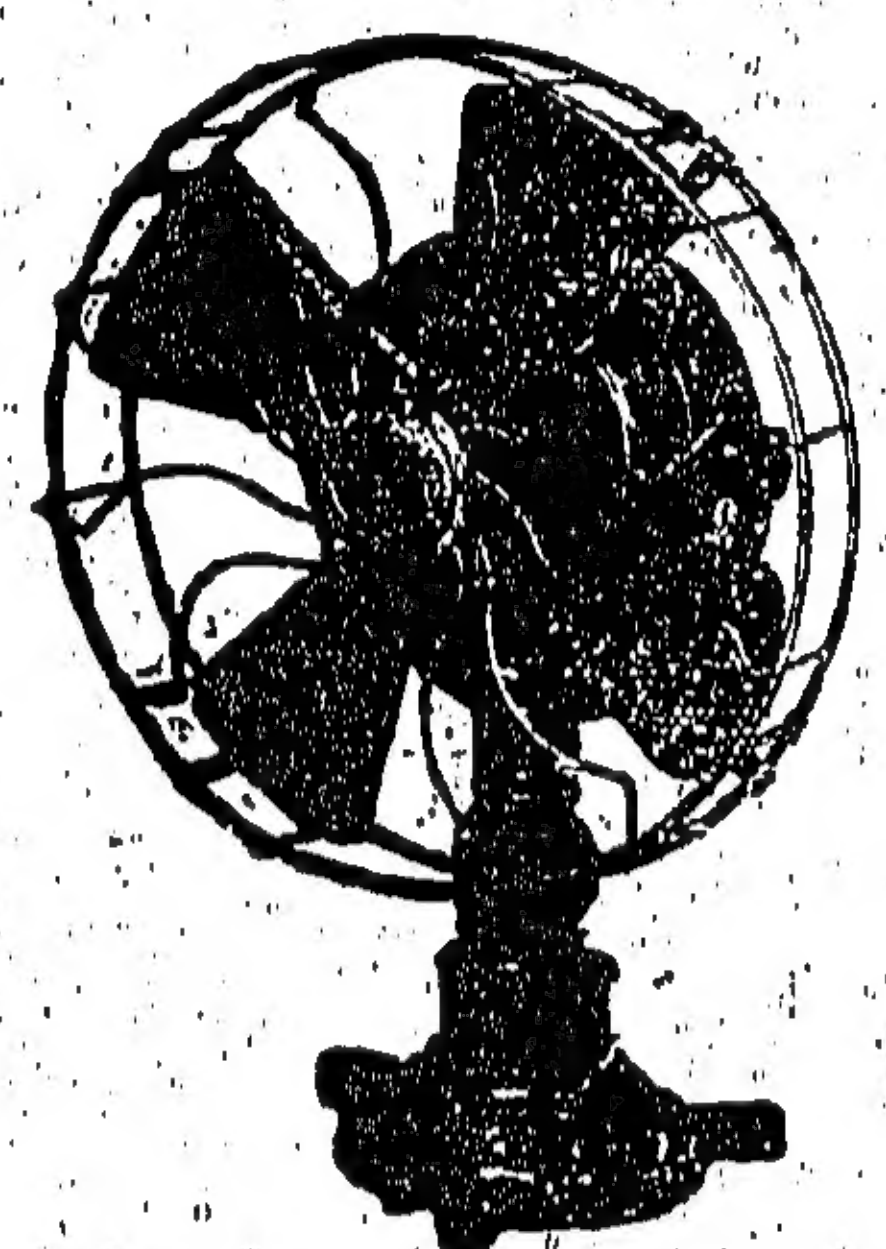
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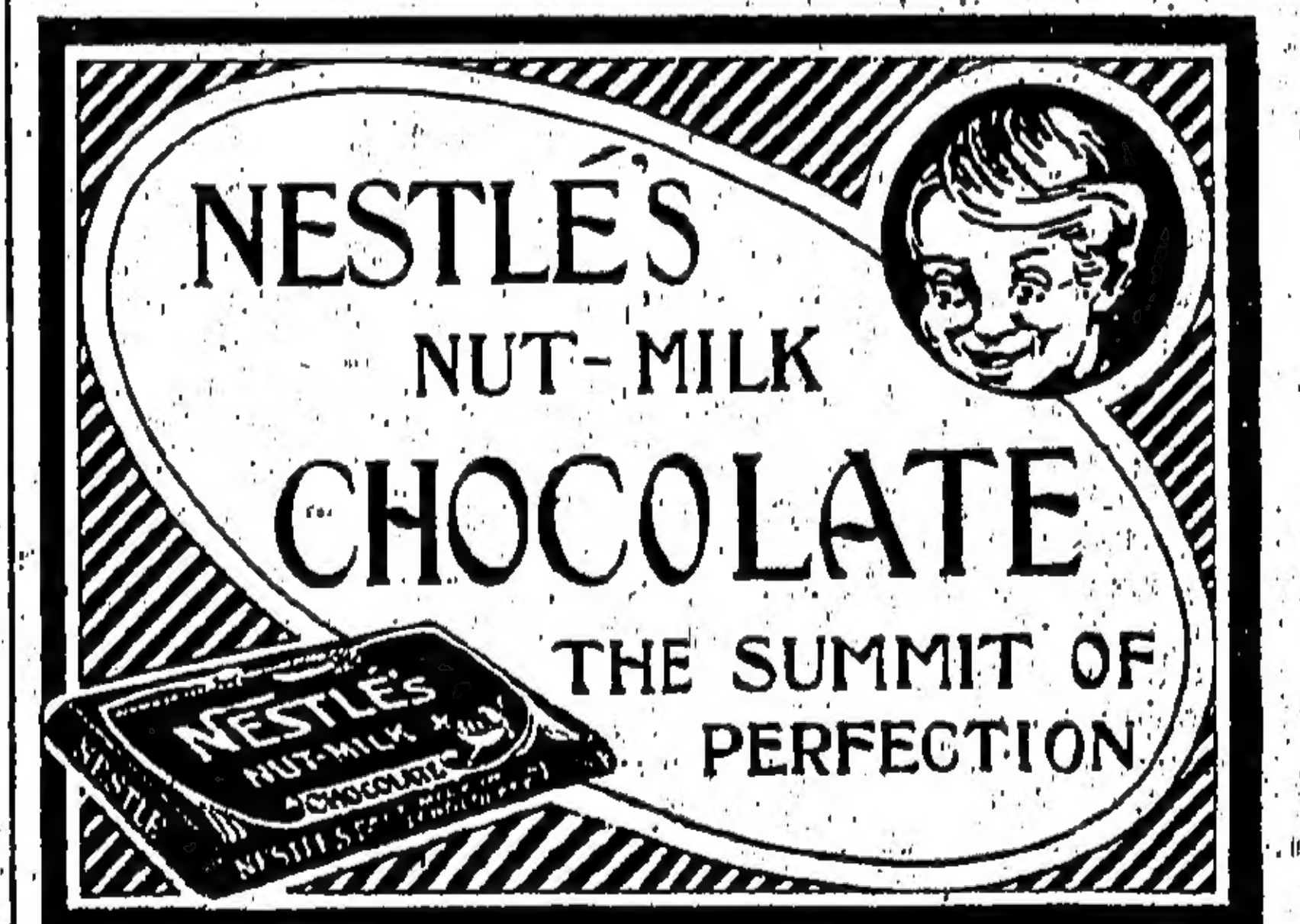
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The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 25, 1913.

THE P. W. D. AND ITS CRITICS.

The Public Works Department came in for its fair share of criticism during the debate on the estimates, and the general feeling in the Colony is that most of the criticism is justified. The Hon. Mr. Hewett was particularly incisive in his criticism, but nothing in the debate, to our thinking, was half so interesting or illuminative as the Hon. Mr. Landale's remarks concerning the Public Works Committee, to which he had been appointed on taking a seat on the Council. As far as he knew, he said, it rarely, if ever, met and it had never been consulted regarding the very large expenditure on public works which were proposed by the budget. If that state of matters obtains it is little wonder that the Department comes in for criticism.

The Director of Public Works, of course, defended his department, and in this he was supported by His Excellency. But neither speech was wholly convincing to the extent of removing the popular impression that the department conducts its business in rather a haphazard fashion. The Director of Public Works considers "that the public works of this department will bear comparison with public works anywhere else in the world," but he will find very few people who will go the length of supporting him in a claim so extravagant. "Certainly, visitors to our shores are loud of the way in which the Colony is maintained," he says. But what visitors say is not half so much to the purpose as what the residents—the taxpayers—say. Visitors, for one thing, judge from a hurried and cursory inspection of the general appearance of things. They are enamoured of the natural beauties of the Colony, and find everything within it—or nearly everything—admirable. Besides, they do not pay the piper, which makes all the difference in the world.

The Director of Public Works is not to be blamed for being pleased to hear the praises of visitors; but if he could only secure, for his department, the praise of the residents generally, things would be much more satisfactory. One thing that must be said is that the P. W. D. has to be credited with having materially improved many roads in the Colony during the past year. Speaking generally, Mr. Chatham maintained that they are in good condition; and most people will agree that the majority of them are. Exceptions can be found, of course, but the general statement may be permitted to pass unquestioned, though that is not to lose sight of the fact that the roads could be improved some of them greatly improved. "Give us more money," says Mr. Chatham in effect, "and we will give you better roads." There is not a department in the Government service which will not say the same thing; but the real question is whether the utmost is being made of the money which is granted to the department. That is where the Public Works Committee ought to be able to afford some guidance; but the Public Works Committee appears to be a committee which hibernates most of the time. It is time that it woke up and insisted on being given some useful work to do. Its lack of energy, it seems to us, is the root of whatever of haphazard and erratic methods exist. As was intimated by His Excellency, the criticisms would have carried much greater weight had the charges made been more specific and less general in character.

DAY BY DAY.

IT IS ONLY IN PROSPERITY THAT WE THROW OUR FRIENDS OVERBOARD.

The Mails.

English Mail—Left to-day at noon per s.s. Delta.

Siberian Mail—Closes to-day at 5 p.m. per s.s. Yingchow.

American Mail—Due per s.s. Mongolia on Monday.

The Court Cards.

Booking for the "Court Cards" who open at the Theatre Royal on November 10, will open at Messrs Montie's on Monday morning.

Hongkong Christian Union.

The Rev. C.H. Hickling will speak at the meeting of the Hongkong Christian Union at St. Paul's College on Monday next at 5.30 p.m.

Consecration of University Lodge.

Freemasons in the colony are reminded of the consecration of the University Lodge at 5 p.m. from 5.30 p.m. punctually at the Masonic Hall on Monday next.

Sequel to a Fight.

A free fight took place yesterday among the Chinese who were loading the s.s. Jelunga, the trouble being concerned with the manner in which the vessel should be loaded, or at least as to how the cargo they were working on should be put in. In the course of the trouble several of the men were knocked into the water, and one of them had to be taken to the hospital. At the Police Court, this morning, two Chinese were charged with causing the death of the man, the latter dying in the hospital yesterday. The case was remanded.

ROYAL HONGKONG YACHT CLUB

Opening Cruise Programme.

Mr. Frank Smyth is the newly appointed Commodore of the Royal Hongkong Yacht Club, and with an energetic Committee behind him the club can look forward to a more prosperous and successful season than for many years past. Several motor-boat owners have joined and a class for these has been formed which will add much to the interest of the meetings.

The rowing section is going well and is much strengthened by several newly joined and experienced oarsmen, who should prove a very material aid in helping them to win races.

Saturday, November 1, having been fixed for the opening cruise and start of the sailing season, the following programme has been arranged:—

2.30 p.m. Inter-club Race, H'cap Class and 1 Design R.H.K.Y.C. H'cap Class, O.Y.C.

3.00 p.m. Visitor's Race, Hayward Hayes and Gael Class.

3.30 p.m. Motor Boat Race.

4.00 p.m. Ladies' Race, as inter-club.

The Committee hope that all members, who can, will support the opening day, when a band will be in attendance.

Tea will be served on the lawn; ladies and children are specially invited.

An informal regatta will also be held for which support is requested. Events will probably be:—Double Sculling with lady cox; from Sandy Point in Scratch four; from Belle View in. Dongola Race; teams of four in Sampans; Dongola tug-of-war, teams of four in Sampans. Swimming; from oil pier in.

After the close of the meeting a dinner will be held in the Club House and members intending to be present are requested to send their names to the Hon. Secretary, Mr. A. Murdoch, and state how many guests they are bringing.

The Hon. Secretary will also be glad to receive entries for the above events, and to know of those who will assist in carrying out the programme.

THE "TELEGRAPH'S" ACROSTIC.

PILLARS.

Yearly thus we get a glance At the Colony's finance.

BARS.

1.—Tis a supplemental word That modifies the meaning heard.

2.—Natty flavour 'twill procure: Rather bitter in liqueur.

3.—I cannot dig: to beg fills me with shame Then don't dig here, Re-pected keep your name

4.—Circle trains these may be found But certainly they won't be round.

5.—Report of fashions in proud Italy Whose manners still outardy nation

6.—No put here finally is seen; Although, poor sheep, there must have been.

[Answer on Monday.]

1888.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the Week Ending October 25, 1888.

The Estimates.

October 19.—The financial statement made by the Governor to the Legislative Council on Wednesday last is deserving of all praise. It is by far the most satisfactory of His Excellency's fairly numerous official utterances, and very clearly shows what manner of man our new Governor is. Sir William Des Voeux has set out at considerable length, and with perhaps unnecessary verbosity, the financial prospects of the Colony and... We are bound to admit that he has done his work well. The statement is plain and practical and would seem to suggest that the Governor is a financier and diplomatist of no mean ability.

[We were in a genial mood that morning.]

October 19.—Much less kindly towards Mr. Pollock, acting stipendiary magistrate. Describes him as a "fair specimen of a round peg in a square hole, and gives him advice. As thus:— "And, for goodness sake, Mr. Pollock, do not sit there, and waste your time arguing points of law so determinedly with the lawyers. Let us whisper a well-intended word in your ear. You may not know that the Hongkong lawyer is often estimated by the Chinese client according to his long-windedness and volubility. He has a purpose, therefore, in raising objections for you to overrule, and half the time deserves to be sat on."

October 22.—"About eleven o'clock this morning a mahogany coloured, solemn-looking, little Chinaman whose silken habiliments were hidden by a barrier of a very new and curly wig, toddled into the Supreme Court and sat down beside the Attorney-General. Even his lordship smiled, but the little legal luminary never moved a muscle until told by "Mr. Attorney" to come later. It was Mr. Wei Peu (down), a gentleman who has passed in law with flying colours at the Middle Temple and who had come to be formally admitted to practice here. Later he came back, "with the same comically-impermeable look," and was admitted.

[Mr. Wei Peu is still imperturbable, but he is not quite so solemn as the above would suggest on the contrary has a keen sense of humour.]

The Hongkong Hotel. October 25.—"We are glad to observe that the portion of the dining room of the Hongkong Hotel which fell in a few months ago has been renewed and is now open to the public. The floor and verandah have been greatly strengthened, and the handsome pillars at the end of the saloon give it quite an imposing appearance. The new wing to the hotel building is rapidly approaching completion, and within the next few months some great and important changes will be made in this popular place of resort. We hope shortly to be able to give an account of what the

Hongkong Hotel of the future will provide for the accommodation and comfort of its residents."

[If only the editor of those days could see it now.]

SHAKESPEARE'S "TWELFTH NIGHT."

[SPECIAL ARTICLE.]

"In 'Twelfth Night'—a work of pure enchantment" says Swinburne, "the fusion of broad and bright Rabelaisian fun with sweet and ripe Shakespearean poetry has given us something not less unique and only less delightful than the loveliest dream that ever lived in the living light of day. The humane rather than inhuman humour which distinguishes the comic genius of Shakespeare, even when revelling and running riot in the wildest of practical jests and the most extravagant of outrageous hoaxes, from the sometimes brutal and almost ruffianly fun of his great contemporaries, is negatively if not positively manifest in all those ever delicious scenes which make us happy in the joyous company of Sir Toby, Sir Andrew, Maria, Lady Balth, Malvolio, and Feste the jester."

The date 1600 is assigned to this comedy, which is held to represent the ripest fruits of the dramatist's genius. The story is formed on the plot of an Italian novel Gi'Ingannati ("The Deceived"), but as usual in his adaptations, the comic parts are wholly Shakespeare's own, and in the serious parts the base ore of the old novelist is transmuted into pure gold by fire of his imagination.

The pedantic steward Malvolio, "sick of self-love" is undoubtedly one of the most fascinating of Shakespeare's creations. Elia has dissected his character admirably in his account of the way in which Bunsley played the part in the essay "On some of the Old Actors." We cannot laugh at Malvolio without shame-faced constraint. Not only is there too much of the universal reflected in him—we feel that he visualizes certain latent inclinations of our own—but, as with the demented knight of La Mancha, we know that he is at heart a gentleman, even when ridiculously befuddled. He forms, in this respect, a contrast to Sir Toby and Sir Andrew, who, although one is a rough diamond and the other sets up to be a very fine gentleman, somehow do not deceive us. Malvolio seems to dominate the play and it is interesting to know that in the copy of the Second Folio which belonged to King Charles I., he altered the title of the play in his own handwriting to that of *Malvolio*.

"The great and secret charm of 'Twelfth Night' says Hazlitt, "is in the character of Viola. Much as we think of catches, and cake, and ale, there is something that we like better. We have a friendship for Sir Toby; we patronize Sir Andrew; we have an understanding with the clown; a sneaking kindness for Maria and her rogues; and sympathy with his gravity; his smiles, his cross-garters, his yellow stockings, and imprisonment in the stocks. But there is something that excites in us a stronger feeling than all this—it is Viola's confession of her love." Of this actual passage he adds later: "How long ago is it since we first learnt to repeat these lines; and still, still they vibrate on the heart, like the sound which the passing wind draws from the trembling strings of a harp left on some desert shore."

"Sir Andrew Aguecheek" says Dr. Herford, "is Shakespeare's finest study of sheer imbecility. He is the completely insignificant man posing as a gentleman and a lover without a rag of even pedantic accomplishment to cover his intellectual and moral nakedness. His boon companion, Sir Toby, genial full-blooded, large-voiced, burly-limbed, is set off to advantage by this mannikin; the pair recall Falstaff at the table of Shallow. But Sir Toby's gross body is felt to be of the man himself, not as with Falstaff, the material and plaything of a masterful and inexhaustible wit. Nothing better attests the excellence of this play than the diversity of critical opinion as to its most engaging features. We

have tried to exhibit this in the quotations given above and will conclude our brief review of the chief characters with a citation from Dr. Ulrici about Feste the clown: "The clever contrast between the fool by profession and the involuntary simpleton, Malvolio, Sir Andrew, and Sir Toby, is perhaps the most carefully worked out of the whole piece. While their own folly and absurdity, notwithstanding all their struggles, does but force the cap-and-bells over their ears; the clown, in his adopted garb of motley, moves with inimitable ease, and pins the pied lappets of his wit to the books of all the rest. In his person the meaning of the entire poem is, as it were, concentrated. He alone with full consciousness looks upon life as a merry Twelfth Night, on which everyone else must play his allotted part, so as to afford the greatest possible amusement and diversion, both to himself and others."

We are much indebted to the Hongkong Mimmers for arranging this dramatic treat for our benefit. Of all Shakespeare plays it is the one most suitable for amateur production and we hope that this pioneer effort will be crowned with the success it deserves. The fact that it is to be produced "in a new way" arouses curiosity not unmixed with apprehension. The Winter's Tale was done at the Savoy last year by Mr. Granville Barker in a very peculiar manner, with bizarre costumes reminiscent of the Russian ballet. It speaks much for the inherent perfection of Shakespeare's art that it can not only survive this treatment but can actually remain a thing of beauty in spite of it. We think, however, that Shakespeare deserves to be allowed to stand on his own merits, without pandering to this unwholesome modern craving for "some new thing." It is the character of the posters that has filled us with these misgivings; but—perhaps, and we venture to hope, the "new way" will turn out to be a return to some forgotten method of presentation which, by means of simple semi-conventional scenery, enables us to see the comedy as Shakespeare wrote it and as it was first performed by His Majesty's Players.

1888.

SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for October 25, 1888.

Hongkong and Shanghai Bank.—151 per cent. premium, sales and buyers.

Union Insurance Society of Canton.—\$85 per share, sellers.

China Traders' Insurance Company.—\$68 per share, sellers.

North China Insurance.—\$15, 285 per share, buyers.

Canton Insurance Company, Ltd.—\$97 per share, buyers.

Yangtze Insurance Association.—\$15, 96 per share, sales and sellers.

Chinese Insurance Company.—\$165 per share, buyers.

Hongkong Fire Insurance Company.—\$335 per share, sellers.

China Fire Insurance Company.—\$73 per share, sales and buyers.

Hongkong and Whampoa Dock Company.—\$4 per cent. premium, sales and buyers.

Hongkong, Canton and Macao Steamboat Company.—\$218 per share, sellers.

China and Manila Steamship Company.—\$120 per share, sales and buyers.

Hongkong Gas Company.—\$135 per share, sellers.

Hongkong Hotel Company.—\$165 per share, sellers.

Indo-China S.N. Company.—17 per cent. dis., sellers.

Douglas Steamship Company.—\$53 per share, sellers.

China Sugar Refining Company, Ltd.—\$184 per share, sales and buyers.

Luzon Sugar Refining Company, Ltd.—\$82 per share, sales and buyers.

Hongkong Ice Company.—\$8 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$75 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—60 per cent. premium, sellers.

COMPANY MEETING.

Hongkong Hotel Company, Limited.

An extraordinary meeting of the Shareholders in the Hongkong Hotel Company Limited was held this noon at the Hotel for the purpose of considering the resolution set out in the notice convening the meeting. The following were present:—Mr. J. Scott Harston, presiding; Dr. J.W. Noble, Mr. J.W.C. Bonnar and Mr. F. Maitland, directors; Messrs L. Gibbs, E. J. Grist, W. Ford, F. T. Lee, Chan Fu Shun, M. J. Vessons, M. Sternberg, J.M. Noronha, M.D. Silas, G.W. Avenell, J. Walker, M. Manuk, G.T. Lloyd, E. Raymond, J.E. Raymond, John Doe, U. Galluzzi, W.A. Weill, L. Tobias, W. Logan, B. Basto, Lai Chan, W.E. Clarke, F. Morris, S.H. Michael, Sydney Michael, Wong Liu Tai, J.L.S. Alves, Leung Kam Ming, Fung Tat Hing, O.D. Silas, G. Lammerl, She Po Sham, D. Landale, F.B.L. Bowley, C. Skott, E. Goetz, Ivor Gourgey, Dr. Steadman and J.H. Taggart, acting secretary.

The Chairman:—Gentlemen, It being now past the hour for which the meeting has been convened, I will call upon the secretary to read the notice convening the meeting. The secretary read the following notice.

Notice is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited will be held at the premises of that Company, Pedder Street, Victoria in the Colony of Hongkong, on Saturday, the twenty-fifth day of Oct., 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10a. "The Company shall pay 'dividend, in respect of 'any existing or new 'shares of the Company, 'in proportion to the 'amount paid up on each 'share, where a larger 'amount is paid up on 'some shares than on 'others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated this 14th day of October, 1913.

By order of the Board of Directors,
J. H. TAGGART,
Acting Secretary

The Chairman said:—Gentlemen—At the Extraordinary General Meeting of this Company which was held on the 4th inst. I refrained from putting to the vote the Resolution set out in the Notice convening such Meeting. My reason for so refraining was that I was under the impression that the Company's Board of Directors—at whose instance the Meeting in question was convened—desired the Resolution to be passed as amended at the instance of the Board at such Meeting, and as the Resolution was that of the Board and not of any shareholder outside the Board, I merely put to the vote the Resolution as amended and not as originally proposed to be passed.

I gather that in this respect I was acting under a misapprehension, and that the Board consider that when the Resolution as amended was defeated, the Resolution as set out in the Notice convening the Meeting should have been put to the vote. As the Resolution was not so put to the vote this Meeting has been convened for the purpose of putting the same to the vote—the Resolution set out in the Notice convening this Meeting being in the same terms as that set out in the Notice convening the Extraordinary General Meeting held on the 4th inst.

I will now read the Resolution to be inserted in the Company's Articles of Association after Article 10 thereof:—

10a. "The Company shall pay 'dividend, in respect of 'any existing or new 'shares of the Company, 'in proportion to the 'amount paid up on each 'share, where a larger 'amount is paid up on 'some shares than on 'others."

(Continued on page 5)

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, OCTOBER 25, 1913, 1.30 P.M.

HIS BIG STORY.

BY

EDWARD HUNGERFORD.

Adist, the veteran manager of the Banner, came into Stanwix's office with the matrix of a half-page advertisement in his hand.

"I've broken an office rule and taken a big ad with a promise to trade it out," said he.

City Desk did not urge him on.

"It's one of them liquor-cure ads," he continued. "They've rigged up an institute in Harlem, and they'll take the worst soak we have on our staff and straighten him out just to show us what they can do. It's a good idea. You get the right man and send him up."

Stanwix looked at Adist and said:

"I'll see if I can find a man."

"It'll be a joke on the papers and the reporters of the town."

But Stanwix did not look again at Adist, and only repeated:

"I'll see if I can find a man."

He kept his eyes on his desk work, and Adist "guessed it was getting 'some warmer,' murmured something about a waiting engagement, and hurried downstairs. When Stanwix heard the door slam behind him, he rang for Mulligan, the head office-boy.

"Get Mr. Leavy for me," he ordered of him.

Mulligan's face fell. He was plainly puzzled.

"You fired him only half an hour ago," he said. "He's gone."

But City Desk did not care to discuss office ethics or discipline with Mulligan, and he repeated: "You'll have to find him; I want him brought here."

Mulligan, pulling on his coat, showed his disgust at the errand. Mulligan was a reader of character, and he had read nothing good in Leavy. Now it was his duty to find him after his tenth discharge from the Banner's staff.

Mulligan's instinct led him straight to the nearest saloon, where Leavy was tightening the debauch that had already cost him his place upon the Banner. Protested, and bewildered, he was hauled back to Stanwix, and the upshot of the whole business was that Leavy's reincarnation was the Banner's recompense for the flaming ad that adorned the rear of the third section the following Sunday.

The institute kept its promise, and in four weeks Leavy was back at his old desk in the city room, fit for work again, the craving for liquor gone from his soul. He could hardly believe that true of himself. Drink? Why, it had been the curse of his life ever since he could remember. Drink had stretched out its arm and kept him from being a great reporter. When he was sober, and sometimes in the early days when he was a little drunk, he was a good reporter. He was a news-getter by instinct, a writer by gift, and in his head had been laid the foundations of brilliancy. Then, just as he had begun to build firmly upon these foundations, the old craving would come upon him, and he would go down, down, down into the gutter again.

Now he was back and hard at it; but his mind had been exhausted by each onslaught, and he realized that never again could he key himself to the brilliant tensions of the old days—of the times when he was "police" and could beat the inspector at Mulberry Street almost every time; of the stormy nights when the old fire chief had the department in hand with his irascible temper, and Leavy, of the Banner, could get him every time in the middle of a "four-alarm," cursing at

smoke-eaters and buffs alike—could make him tell, just in time to catch an edition, his opinion of the blaze, what caused it and the like.

Those were certainly golden days. Now, after Stanwix and the institute had placed him squarely upon his feet, he was safe but he felt himself to be only a mental shadow of his former self. He drifted into routine and simple work, and tried to forget a past that had its achievements as well as its downfalls. His craving for liquor was completely gone. Once, when he would stop inside for a single drink, just to know again how it tasted. But an unseen hand reached down and held him back as he stepped upon the threshold of the place, and he staggered back and on to a park bench across the way, and cried like a little child—cried because he could not be a man, be tempted and resist like a real man. When it was quite over, he slowly retraced his steps to the Banner office, and buried his head in his hands, thanking God for having stopped him on that threshold.

Stanwix saw him, yet saw him not, for Stanwix had a bit of flimsy tissue in his hand that was causing him more worry than Leavy ever had. It had chanced to be one of those nights when one good story crowds upon the heels of another, and City Desk had depleted his reserves at an alarming rate. On top of it all came the message from Hog Island Light that was the culmination of Stanwix's woo. His eye caught sight of Mulligan, and his finger beckoned the boy.

"I want one of the old men," said Stanwix sharply. "I have a chase out into the night for him."

Mulligan saw that there was a tip of a big story in the office, and his eye caught sight of Leavy—poor old Leavy, who had handled the big stories in the past, only to get the poor stuff in the present.

"Mr. Leavy's there," returned Mulligan.

"No one else?"

"I guess Mr. Leavy can cover the story," said Mulligan.

So it was that Mulligan nominated Leavy, and Leavy was hurried in to Stanwix's desk.

"I've a big story here, Mr. Leavy," said the City Desk, "and I want it covered in a big way. Hog Island Light reports that a steamer has come ashore four miles to the east; as far as they can see she is in a bad way. It's a wicked night, down there and they can't give details."

"I'll get down there after them."

"Easier said than done; but it's up to you."

You've got twenty minutes to catch a train for Heathmere from Flatbush Avenue."

The reporter got a lift into his coat from Mulligan and hurried down the stairs into the December night to catch his train down the island. All the way to Heathmere he tried to plan his story. But it did not seem to plan, and he realized that his old talent for phrasing, his skill and happiness in the sharp use of words, was entirely gone from him. He tried to lay out his opening paragraph, his first sentence even; but that failed him.

"If you had a drink within you, you might turn the trick," flashed a suggestion from his inner to his outer soul. The more resolutely he tried to put the suggestion out of his mind, the more insistent it became. It was with him when the train

stopped, and he did not forget it as he entered the little depot and got an additional wire from Stanwix telling him to hurry the details of the ship that was lying helpless in the storm on Hog Island reef.

"You'd better arrange to stay here for me to-night," Leavy remarked casually to the operator, who was beginning to shut up shop. "There's a big fellow gone ashore across the bay, and I'll want to send to my office when I get back from there. They can't get much at New York."

The operator came out of his office and laughed at him.

"You got details!" he said. "Who do you suppose you could get to take you across the bay on a night like this?"

"Got to get some one," said Leavy doggedly.

But Stanwix had given Leavy a thick roll of bills from an emergency fund in the corner of his desk, and money talked that night at Heathmere station. The operator finally said that he knew only one man who might be counted upon to make the trip in a winter's gale.

"Crazy Joe Richards... that's your man. If he doesn't see liquor he won't be near so crazy as he might be." The operator did not notice the sign of pain that crossed the reporter's face and he continued. "He's got a staunch little eight-horse-power, one of them automobile engines stuck in a launch, and I guess that it's worth my while to stay here for you, if I have to stay all night."

The two put their heads together, routed out Cap'n Joe, whose Little Rufus was the last motor-boat within ten miles, and while Joe put his wonderful engine in readiness, Leavy made a run to the depot for a last word from Stanwix.

All those details were taking time—and time is the biggest thing of an evening to a city paper like the Banner. It was after nine o'clock already, and they were not even started upon the hard part of their assignment. He ran back to the Little Rufus, which Cap'n Joe now had ready, and only halted just before he reached the stringpiece of the wharf.

There was a tiny saloon at the pier, and its lights burned brightly through the wet, which was beginning to change to heavy snow. Leavy felt that he must have the whisky now, and it took a good deal of the real man within him to withstand that temptation. He might even have prayed a bit; he certainly did not risk trying to cross that threshold to see if a hand should again reach down from the unseen to stop him.

"Cut loose, Joe," he ordered, "and you hammer that old engine as you never hammered it before. There's enough in it for you to buy you another Little Rufus. What's the chart to the outer reef, and how many miles?"

"Four and a fraction. Clean sailin' just as soon as we're past the clam-boat down at the end of the inlet there."

Cap'n Joe was silent then, for he was pushing the tiny launch free from the friendly embrace of the ice-coated piles of the dock, and was occupied, too, in sparking his engine. As soon as they were well under way, and the put-put came in quick rhythm, he spoke to the reporter.

"Are we carryin' a lickin' cargo?" he asked. "Whisky's a mighty good thing on a night like this, an' there ain't a man long here that would have been enough of a fool to have started out in this nasty bay 'thout gasoline in his tank and smother lickin' in a flask."

But Leavy shook his head.

"We're not lickin' to-night, Joe," he said. "Neither you nor I have any business monkeying with the fire-water when we're in for serious business."

Cap'n Joe reached for his steering-wheel to put his craft about.

"I was a fool to leave my cabin 't all to-night," he muttered.

Leavy was quick as a cat, and he shot across the cockpit and caught the Cap'n's hand away from the tiny wheel.

"None of that monkey business," he said. "You're only engineer on the Little Rufus to-night, and I'm the commander. You'll take orders, Joe, and you'll take them quick. You stay back of your cylinders."

And the owner of the Little Rufus, after a look at his passenger, slunk back into the stern of launch and busied himself with his engine, silent save for an occasional steering direction which he shot to the man at the wheel. Leavy kept a careful look-out, but he felt that such a thing was all but farcical. For out here, hardly half a mile from shore, the snow was rain again, and formed a thick gray veil that made them in a world of their own, a little sea, world, darting forward like a blind man running in the dark. Leavy had a landlubber's knowledge of navigation, and once in a while, when the wind blew less sharply in its nasty gusty fashion, he would unfold a chart of the bay and try to figure out their course. Still, he felt that he was the child, and the half-witted seafaring man the father in this expedition. Cap'n Joe must have known each point and nook and cranny of the bay, even stealing about it in the night as they were; for not once did he "falter" in his directions.

"P'inther port. That's a wreck of a sailin' schooner right under our keel now, an' if we was six foot to the west, we might poke one o' her old spars into us."

Then Leavy would trim the course of the Little Rufus neatly, and even it he had doubts as to the absolute accuracy of Cap'n Joe's bearings, he felt satisfied that the old man knew his business quite as well as the reporter knew his own. But did he know his own? Even out here on the Great South Bay, already battling with an arm of the sea, with the damp salt air filling his lungs and choking him, with the gray fog splashing into his very face, the Little Rufus being tossed on the waves like chips in a firemill, he could not even begin to form his story—the story that was to mean so much to Stanwix, so much to the Banner, so very, very much to Leavy. Perhaps he was foolish not to have stopped at the little grog-shop on the wharf. What would a single drink have mattered, with a big story in prospect? He began to wonder: if a great story in the Banner, the kind of thing that Stanwix would shove to the front page and that would be talked about in Park Row for a week—if the glory of such achievement would not be worth the price of his soul, a tiny flame that had almost been extinguished long ere this, and which now burned only as a candle-like fragment of its former brilliancy.

Such a story might be worth the price a man's mind spilled out in the hidden tragedy of its tumbling words and sentences paragraphs.

They could not see the black bulk of the Tunic on the sandy beach of the outer reef—she was close inshore; but they could catch some of the noises that came from her decks, men cursing, freight already going overboard in last efforts to set her free again—and these sounds made a low note that sounded above the roar of the sea.

"She must have been sliding along near full speed," was the layman's calculation. "Pretty risky business, that, with the fog a-layin' low here till a couple o' hours ago."

"They take risks on some of these bigger lines," said Leavy; "they've got to."

But what else he meant to say Cap'n Joe never knew, for at that moment he went sprawling on the clean, hard beach. The bayman hurried to him with his lantern, as Leavy pulled himself to his feet and said:

"Stubbed my toe on a piece of driftwood."

The lantern swung back and close to the sand with a suspicious alertness. The reporter's eyes followed its feeble light. Then he saw that he had stumbled over a small box. Joe was already on his knees, trying to open the box.

"It's salvage," said he. "Twill be a good night's work for me."

"You'll have another night's work," the Banner man reminded him, "getting me back to Heathmere. We'll get the worst of our run then."

Cap'n Joe swore inwardly for ever having made such a bargain. He set his lantern down on the beach, and began to pry at the hidden treasure. Leavy hurried on to where he saw a bright fire blazing on the beach. The life-savers had started the fire after their two hours or so of work had brought most of the passengers off the ship. These folk, soaked to the skin, tried desperately to warm themselves by the fire, and while the men chattered in a jargon, the children and some of the women cried pitifully—a language that needed no translator. Some of the other women sat solidly looking into the fire; they had not fully appreciated what is all meant, this shipwreck at the gateway of a strange land. There were some returning Americans in the ship's company, and it was from these that Leavy slowly gathered his story—an immensely human story.

There was something about the big ship lying just there, behind the blanket of rain, that struck the reporter as intensely pathetic. He remembered when the Tunic had made her maiden trip. It was in his cub days on the Banner, and he had gone down with the other men from *Ship's News* to welcome the newest product of the wonderful builders of the Clyde. He had been much impressed with her at that time. He had marveled at the completeness of the ship—her bridge and navigating-room, forward and aloft, spik and span; still more so at the shining engines buried deep in her heart, an intricate mass of levers and rods and wheels to a landman, who could only dimly realize that they were capable of working incessantly, day and night, for a week at a time, and pushing an inert ten or twelve thousand tons of metal through the angry seas at express speed.

The Tunic was no longer an inspiring sight, unless inspiring in a forlorn and pathetic. She was founded on the North Atlantic. In a little while they would come and take her rusty engines from her silent heart, and they would be worth only their weight in junk metal. They would strip her of all her fine fittings, like like ghools plundering the dead. They would leave the skeleton of the ship to pound itself to pieces on the beach.

What a chance for a story! If only he could set the feeble engines of his brain vibrating once more!

There was a way, and he knew the way.

If he only had a drink—two drinks at the most—how they would loosen his thoughts, be the motive power that should compose what he vowed would be not only the biggest story that he had ever written, but the biggest story that ticking wires and carried into the Banner office in many and many a month: It would be an easy enough matter to beg a drink on a raw night like this, with the wind and wet chilling a man, body and soul alike.

(To be Continued Next Saturday.)

SHORT SERMON

Anything Dr. Charles W. Eliot may say in public topics is sure to be interesting. Recently he commented thus on the new religion.

"The new religion rejects absolutely the conception that man is an alien in the world, or that God is alienated from the world. It rejects also the entire conception of man as a fallen being hopelessly wicked and tending downward by nature; and it makes this emphatic rejection of long-accepted beliefs because it finds them all inconsistent with a humane, civilized or worthy idea of God.

"If, now, man discovers God through self-consciousness, or in other words, if it is the human soul through which God is revealed, the race has come to the knowledge of God through knowledge of itself; and the last knowledge of God comes through knowledge of the best of the race.

Men have always attributed to man a spirit distant from his body, though immanent in it. No one of us is willing to identify himself with his body, but on the contrary, every one now believes, and all men have believed, that there is in a man an animating, ruling characteristic essence, or spirit, which is himself. This spirit, dull or bright, pretty or grand, pure or foul, looks out of the eyes, sounds in the voice, and appears in the bearing and manners of each individual. It is something just as real as the body and more characteristic: The very influential person it gives for the greater part of his power. It is what we call the personality.

"This spirit, or soul, is the most effective part of every human being, and is recognized as such, and always has been. It can use a fine body more effectively than it can a poor body, but it can do wonders through an inadequate body. In the crisis of a losing battle it is a human soul that rallies the flying troops. It looks out of flashing eyes and speaks in ringing tones, but its appeal is to other souls and not to other bodies.

"In the midst of terrible natural catastrophes—earthquakes, storms, conflagrations, volcanic eruptions—when men's best works are being destroyed and thousands of lives are ceasing suddenly and horribly, it is not a few especially good human bodies which ready the survivors, maintain order and organize the forces of rescue and relief. It is a few superior souls.

"The leading men and women in any society, savage or civilized, are the strongest personalities—the personality being primarily spiritual, and only secondarily bodily.

"Recognizing to the full these simple and obvious facts, the future religion will pay homage to all righteous and loving persons who in the past have exemplified and made intelligible to their contemporaries intrinsic goodness and efficient good will. "It will be a saint's religion. It will treasure up all tales of human excellence and virtue. It will reverence the discoverers, teachers, martyrs and apostles of liberty, purity and righteousness. It will respect and honor all strong and lovely human beings—seeing in them in finite measure qualities similar to those which they adore in God.

"To the wretched, sick and downtrodden of the earth religion has in the past held out hopes of future compensation. When precious ties of affection have been broken, religion has held out prospects of immediate and eternal blessings for the departed, and has promised happy reunions in another and a better world."

SHANGHAI FOOTBALL CLUB.

The Annual Meeting.

The annual general meeting of members of the Shanghai Football Club, held at the Shanghai Rowing Club, on October 14, was well attended. Mr. A. E. Stewart (Vice-President) was in the chair. Mr. Grande (Acting Secretary) having read the notice convening the meeting, the Chairman, in a brief speech, commented upon the satisfactory nature of the report. He pointed out that the expenditure had decreased and the revenue had increased, with the result that they had the large balance of \$500.13 as against \$281.22 at the close of the previous season. After referring to the visit of the Hongkong Inter-club team last year, and the Football Club's success and otherwise in the League and Cup competitions, the Chairman said that he would be pleased to answer any questions on the Report and Accounts.

There were no questions, and it was proposed by the Chairman, seconded by Mr. Grande, and carried unanimously: That the Report and Accounts, as presented, be accepted and passed.

The next business was the election of officers and committees for the coming season, and the following were unanimously elected:—

Sir E. D. H. Fraser (President), Messrs. E. O. Pearce and A. E. Stewart (Vice-Presidents), Messrs. C. P. Lunt (Hon. Secretary and Treasurer), W. J. Grande, R. A. Goad, A. O. Lightfoot, A. A. Piercy and G. A. Robinson, Committees.

Messrs. W. J. Brown and O. W. Porter were elected to act with the General Committee as a Barring Committee.

The Chairman asked if any member had suggestions to make, and Mr. G. F. Forshaw said that as the annual match between the Football Club and the Engineers' F. C. for the Engineer's Cup had now dropped out of the annual programme, he thought it would be a good idea to make use of some of the Football Club's surplus funds to put up another Cup for competition at Chinese New Year. He suggested that one match should be played only, and that should be between the Shanghai Football Club and some other strong local Club.

The suggestion was received with favour, and it was left to the incoming Committee to make the necessary arrangements as soon as possible.

Suggestions were made as to replenishing gear and these were duly noted by the Hon. Secretary. The meeting closed with a hearty vote of thanks to the Chairman.

Saigon Market.

Messrs. William G. Hale & Co.'s circular, dated October 11, states:—

Rice.—The Market is firmer owing to continued meagre supplies from the Interior and to a better demand for Hongkong and Japan.

Statistics show that, from 1st January to 8th October there were exported 717,232 tons of Rice and Paddy (leaving aside Meal & Broken) Private estimates prognosticate that, after covering existing sales, which extend up to November/December, there could hardly be got about 25,000 tons of Rice out of stocks of Paddy said to exist in the Districts of Cochin-China and Cambodia. Millers are experiencing great difficulties in getting adequate supplies for their present requirements, on account of cultivators holding back stocks in view of better prices, also partly to lack of lighters. As regards Exports in 1913, we estimate (leaving aside Meal and Broken) that the Crops of Cochin-China and Cambodia will, in all, go as far as about 825,000,000 Tons. We don't include in it New Grain which will be coming to market by small parcels during November,

ADVERTISING COSTS MONEY

but

ADVERTISING PAYS

AS PROFESSOR VAN ROOS (OF CHENT)

"ONLY THE GOODS ^{says} THAT REALLY MATTER
^{can we afford to keep} CONSTANTLY BEFORE THE PUBLIC."

**THE ONLY PAPER WORTH
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THE BEST MEDIUM FOR ADVERTISING

IS AN EVENING PAPER,

which is taken home when the work of the day is over and the MIND, relieved from
WORRIES, is susceptible to the influences brought upon it. A paper

LIKE THE "TELEGRAPH"

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Skilled advice and rates on application to the Manager.

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Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Russia 5th Nov.	Empress of Britain 19th Dec.
Empress of India 20th Nov.	Allan Line 27th Nov.
Empress of Asia 4th Dec.	Empress of Britain 25th Dec.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port, £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £5 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Torilla" 5,205 tons, Capt. Severson, will be despatched for KOBÉ and MOJI on 30th October.

S.S. "C. Apar," 5,378 tons, Capt. Drake, will be despatched to SHANGHAI, KOBÉ and MOJI on 9th November.

WESTWARD.

S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 25th inst.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for as above on 2nd Nov.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to.

DAVID SASSOON & CO., LTD.

Hongkong, Oct. 24th, 1913.

Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG.
Saturday, 25th October.

10.00 p.m. "Heungshan," 5.00 p.m. "Kinshan,"
Sunday, 26th October.

10.00 p.m. "Fatsan," 4.00 p.m. "Heungshan,"
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fish in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 778. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Sui Tai," 1651 Tons, S.S. "Sui An," 1651 Tons.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 26th October.

The Company's Steamship,

"Sui An,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. Hoi-Sang 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam," 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sainui." These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

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HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

(HOTEL MANSION, FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination.	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Kamo Maru Capt. Kawara T. 16,000 Kashima Maru Capt. M. Yagi T. 20,000	WEDNES, 5th Nov. at d'light. WEDNES, 19th Nov. at d'light.
VICTORIA, B.O., and SEATTLE, Shanghai, via Moji, Kobe, Yokohama, and Yokohama	Shidzuoka Maru Capt. Iizawa T. 12,500 Tamba Maru Capt. J. Teranaka T. 12,500	TUES., 4th Nov. at noon. TUESDAY, 18th Nov. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,600	WED'DAY 19th Nov. at noon.
CALCUTTA, via Singapore, Penang & Rangoon	Kanagawa Maru Capt. Machida T. 13,500	TUESDAY, 4th Nov.
BOMBAY via Singapore and Colombo	Penang Maru Capt. Murazumi T. 12,000	TUESDAY, 26th Oct.
KOBÉ & Yokohama	Kaga Maru Capt. T. Sekine T. 12,500	THURS, 6th Nov. at 11 a.m.
NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. M. Winkler T. 9,300	WEDNESDAY, 19th Nov. at 4 a.m.
SHANGHAI, Moji & Kobe	Bombay Maru Capt. Tozawa T. 6,000	SATURDAY, 1st Nov.
SHANGHAI, Kobe & Yokohama	Colombo Maru Capt. Kawashima T. 6,000	MONDAY, 27th October.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914.

FOR EUROPE.			
Miyasaka Maru	16000 tons	sails	Wednesday 28th January
Kitano	16000	"	11th February
Iyo	12500	"	25th "
Hirano	16000	"	11th March
Katori	20000	"	25th "
Kamo	16000	"	8th April
Kashima	20000	"	22nd "
FOR AMERICA.			
Shidzuoka Maru	12500 tons	sails	Tuesday 27th January
Tamba	12500	"	10th February
Aki	12500	"	24th "
Sado	12500	"	10th March
Yokohama	12500	"	24th "
Awa	12500	"	7th April
Shidzuoka	12500	"	21st "

For further information apply to

Telephone No. 292.

T. KUBIKOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Yingchow	25th Oct. at night
SHANGHAI, TSINGTAU AND NEWCHANG	Kiukiang	26th Oct. at d'light
MANILA, CEBU & ISOLHO TEAN	Wuhu	28th Oct. at 4 p.m.
CHINWANGTAO	Wuhu	29th Oct. at 4 p.m.
SHANGHAI	Anhui	30th Oct. at 4 p.m.
NINGPO & SHANGHAI	Kalgan	31st Oct. at 4 p.m.
SHANGHAI	Chenan	1st Nov. at night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"
"S.S. LINTAN"—Twin Screw Steamers "Chinhu," "Taming" and "Teon." Excellent saloon accommodation, midships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teon."

"S.S. SHANGHAI LINE"—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$40. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 24th Oct., 1913.

Agents

Further particulars may be obtained at the Office of the Company

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

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(HOTEL MANSION, FIRST FLOOR)

Opposite the Blake Pier.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zalro	4000	F. S. McMurray	Manila Mangarin Cebu and Iloilo.	FRIDAY, 24th Oct., 4 p.m.
Rubi	4000	J. Miller	Manila Mangarin Cebu and Iloilo.	THUR, 13th Nov., 4 p.m.

Electric light Fans in every cabin; competent stewardses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 20 Oct. 1913.

JAVA-CHINA-JAPAN

LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamship.	T.	Captains.	For	Sailing date.
Tijlroem	4000	F. S. McMurray	Manila Mangarin Cebu and Iloilo.	FRIDAY, 24th Oct., 4 p.m.
Rubi	4000	J. Miller	Manila Mangarin Cebu and Iloilo.	THUR, 13th Nov., 4 p.m.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamship.	Tons	Captain	Date of Sailing
S.S. Nippon Maru	11,000	A. G. Stevens	Nov. 5, at noon
S.S. Tenyo Maru	22,000	E. Bent	Nov. 11, "
S.S. Hongkong Maru	11,000	S. Togo	Nov. 28, "
S.S. Shinyo Maru	22,000	H. S. Smith	Dec. 4, "
S.S. Chiyo Maru	22,000	W. W. Greene	Dec. 22, "

These steamers are equipped with Turbine Engines and Triple

Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Wednesday 5th November, at noon.

SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Anyo Maru	18,500	Wednesday, Dec. 3, Noon
Kyo Maru	17,200	Thurs., Feb. 5, 1914 at noon

For Further Particulars as to Passage Freight apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
17,000 tons, twin screw.	27,000 tons, twin screw.	18,000 tons, twin screw.	18,000 tons, twin screw.

Also NILE, 11,000 tons, CHINA, 10,000 tons, and PERIA, 8,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Manila (the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class to London, Single, £ 2 10 0; 6 Months Return, £ 12 0 0.

Intermediate to San Francisco, Single, £ 1 10 0; 6 Months Return, £ 10 0 0.

Return portion of round trip tickets, as above, available for Passage via C.P.R. from Vancouver.

If desired, Through Passengers have the Privilege of Travelling by Rail between ports of Kobe and Yokohama.

Steamer: Manchuria 27,000 Tons, Sailing Oct., 21 at 1 p.m.

Passengers having through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

Hongkong-Manila Service.

From HONGKONG. Arrive Manila. Leave Hongkong. Oct. 30. NILE. Oct. 30.

From MANILA. Arrive Hongkong. Leave Manila. Oct. 30. MONGOLIA. Nov. 1.

King's Building (Opp. Blake Pier). R. C. MORTON, Agent.

Telephone No. 141

Further particulars may be obtained at the Office of the Company

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

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LOG BOOK.

The New Pilotage Advisory Committee.

Mr. Gairn M. Roper, of the Harbour Department of the Board of Trade, has forwarded to Mr. M. O. the Secretary of the Imperial Merchant Service Guild, a copy of a minute which has been issued by the Board appointing the following gentlemen members of this Committee, who has been appointed in pursuance of the provisions of Section 9 of the Pilotage Act 1913. Captain T. V. Walker of this Committee is the Chairman of the Management Committee of the Guild, and the representatives nominated by them at the invitation of the Board of Trade:—Captain Herbert Acton Blake (Chairman), Captain George Armstrong, Mr. Charles E. Brightman, Mr. G. O. Burn, Mr. W. J. Davies, Mr. Harry Davis, Mr. Charles Sherwood Dennis, Mr. J. Duncan, Mr. Edmund Handcock, Mr. Francis Henderson, Mr. John Holloway, Mr. Michael Joyce, M.P., Mr. Robert Mason, Mr. John Plenderleath, Mr. Maurice W. Roberts, Mr. Captain J. Spedding, Mr. William C. Thorne and Captain T. V. Walker. This Committee is appointed to advise the Board of Trade with reference to the exercise of their powers and the performance of their duties under the Pilotage Act 1913. The appointment of the Committee is to be for a period of three years. The Board of Trade are further pleased to appoint Mr. David Davies of the Board of Trade to be the Secretary to the Committee.

Registry of British Ships.

The number of British ships belonging to the United Kingdom and Colonies reported to the Registrar-General of Shipping and Seamen in respect of their registry during August last included 172 of 128,262 gross and 78,750 net tons registered, and 89 of 83,128 gross and 43,859 net tons, removed from the registry.

Among the vessels registered were 58 steel steamers, of 62,033 net tons, belonging to the United Kingdom, and 11 steel steamers of 6,759 net tons, belonging to the Colonies. The vessels removed from the registry included 20 steel steamers, of 28,443 net tons, belonging to the United Kingdom.

Of the 89 vessels removed from the registry, 38 of 36,172 net tons, were sold foreign, five were wrecked, four stranded, four were lost, ten broken up, two abandoned, one foundered, and two were burnt. Thirty of the vessels newly registered were purchased from foreigners. These vessels aggregated 4,542 net tons.

An Interesting Contract.
A Whiteinch firm has just booked an interesting contract for a motor-driven stern-wheel vessel for service in India. She is 70ft. by about 12in. light draught, and will be driven by a single-cylinder 45 h.p. semi-Diesel motor. The practice of installing an oil engine to drive a stern wheel is somewhat rare, the principal reason being that with the motor it is easy to build a successful extreme shallow-draught boat of the tunnel stern type. When steam is employed this is a difficult matter owing to the large diameter propellers necessary for the slow-speed machinery. Although, however, the oil engine does not show to the same advantage in driving a stern-wheel as in driving a propeller working in a tunnel, yet where stern-wheel vessels are required the slow-running, heavy-oil motor is to be preferred. There is a

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
CHINWANTAO	Hopsang	Mon., 27th Oct. at 4 p.m.
YHAMA, Kobe & Moji, Kumsang	...	Tues., 28th Oct. at 4 p.m.
S'PORE, Pang & C. Namsang	...	Tues., 28th Oct. at noon
SHANGHAI via Ningbo, Choyasang	...	Tues., 28th Oct. at d'light
TIENSIN via Weihaiwei, Choyasang	...	Wed., 29th Oct. at noon
S'PORE & Sourabaya, Chunsang	...	Thur., 30th Oct. at 2 p.m.
S'PORE, Pang & C. Namsang	...	Sat., 1st Nov. at noon
MANILA	Yuensang	Satur., 1st Nov. at 2 p.m.

Return Tours to Japan (Occupying 24 days)

The steamers "Kumsang," "Namsang," and "Hopsang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lalsang," "Kumsang," "Lovat," "Yatsing," and "Salsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days.

The steamers "Choyasang," "Kwongsang," and "Hongsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat Lahad Datu, Simpura, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to **JARDINE, MATHESON & CO., LD.** General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Vestalla	25th Oct.
LONDON, ROTTERDAM & ANTWERP	Den of Ruthven	10th Nov.
LONDON & ANTWERP	Danbighshire	20th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers	Date of Sailing
VICTORIA, VVER, S'ILE	Den of Airrie	18th November
TACOMA & PLAND	Merionethshire	12th December

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.** Agents.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON. EASTWARD.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

For Freight and Passage, apply to **JARDINE, MATHESON & CO., LD.** Agents.

Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

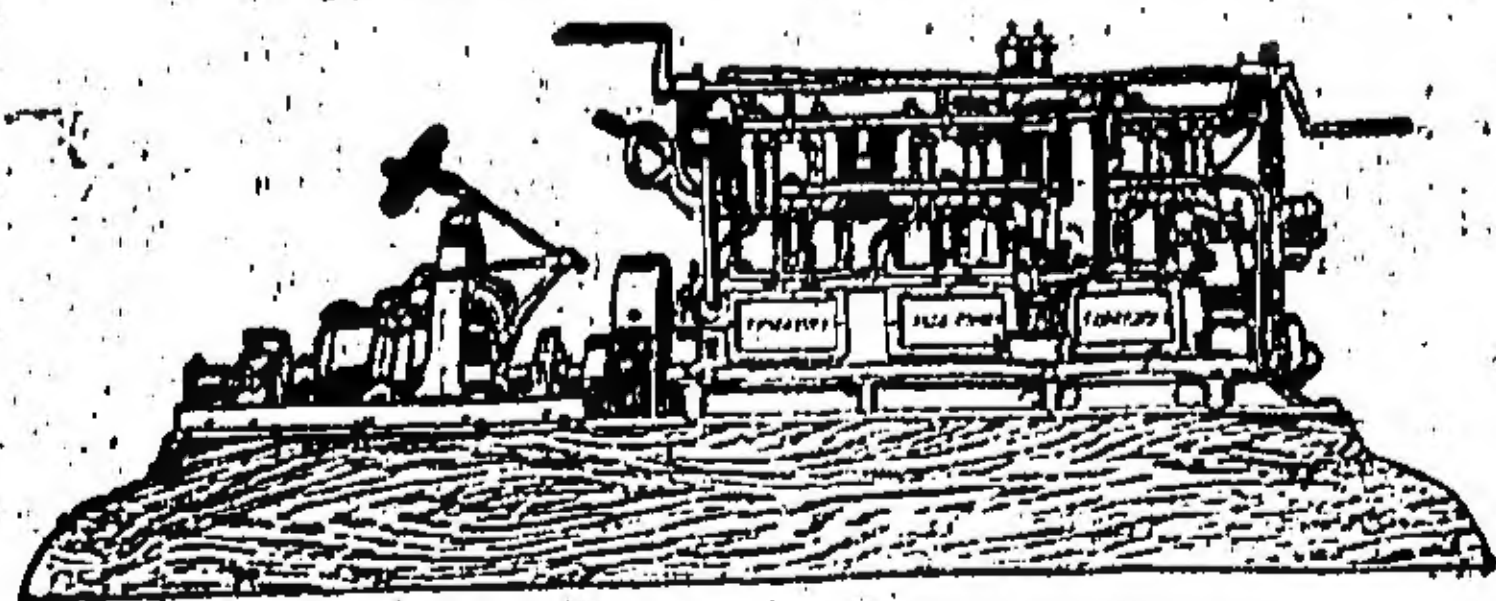
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H. P.

As supplied to the British Admiralty & War Office.



O.B. type Motor and Reverse Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 212

VESSELS LOADING.

EUROPEAN PORTS.

Destination	Vessel's Name	For Freight Apply To	Date of Sailing
Havre & Hamburg	Suedmark	H. A. L.	28. Oct.
Rotterdam, H'burg and Antwerp	Bayern	H. A. L.	30. Oct.
T'to, Flume, Vce. via S'pore etc.	Persia	S.W. Co.	1. Nov.
Marseilles and Hamburg, etc.	Brigavia	H. A. L.	5. Nov.
Mexico, Peruvia & Chile etc.	Anvo Maru	T. K. K.	3. Dec.
London & A'werp via S'pore etc.	Syria	P. & O.	29. Oct.
Havre, Emden & Hamburg & Co.	Arabia	B. A. L.	15. Nov.
N'lea, G'oa, A'is, G'lar, S'ton	Derflinger	M. & Co.	29. Oct.
London, Glasgow & Antwerp	Glenturret	S. T.	28. Nov.
Havre, Bremen Hamburg & Co.	Westphalia	H. A. L.	25. Nov.
Marseilles, London & Antwerp	Kamo M.	N.Y.K.	5. Nov.
via Singapore & Co.	Macedonia	H. A. L.	25. Nov.
Rotterdam, H'burg & Co.	Ceylon	A. N. Co.	15. Jan.
Copenhagen, Gothenburg and Baltic Ports			

NEW YORK SAN FRANCISCO AND CANADA.

New York	Denbich Hall	B. L.	7. Nov.
San Francisco	Inverclyde	J. M. Co.	End of Oct.
Victoria B.C. & Tacoma via Keelung, etc.	Chicago M.	O. S. K.	30. Oct.
Vancouver, Seattle and/or Tacoma & Pland Or.	Andalusia	H. A. L.	29. Oct.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	8. Nov.
V'ia B.C. & T'ma via K'lung etc.	Canada M.	O. S. K.	12. Nov.
San Francisco via M'ia & Japan	Persia	P. M.	28. Oct.
San F'isco via S'hai & Japan & Co.	Nippon M.	T. K. K.	5. Nov.
Baltimore and New York	Suruga	D. & Co.	15. Nov.
Vancouver, via S'hai Japan etc.	E. of Russia	U. P. R.	5. Nov.
San F'co via Manila & Japan & Co.	Nile	P. M. Co.	28. Oct.

AUSTRALIA.

Australian Ports via Manila	Aldenharn	G. L. Co.	31. Oct.
Australian Ports via Manila	P. Sigismund	M. & Co.	1. Nov.
Australian Ports via Manila	Changsha	B. & S.	3. Oct.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J.M. Co.	Q. desp.
Moji, Kobe & Yokohama	Iuzon Maru	O. S. K.	30. Oct.
Shanghai, Yhama, Kobe & Moji	St. Helena	A. N.	1. Nov.
Japan	Tijtaroom	J.C.J.L.	Q. desp.
Yhama and Kobe via Shanghai	Nippon	S. W.	30. Oct.
Shanghai	Bohemia	S. W.	1. Nov.
Batavia, Cheribon, Samarang, & Singapore, Penang and Calcutta	Tjibodas	J.C.J.L.	Q. desp.
Java	Yataang	J. M. Co.	28. Oct.
Jessellton, Kudat and Sandakan	Tjilatjap	J.C.J.L.	8. Nov.
Kobe and Moji	Tjilatjap	J.C.J.L.	8. Nov.
Moji, Kobe & Yokohama	Torilla	M. & Co.	31. Oct.
Shanghai, Moji, Kobe & Yhama	Saigon Maru	N.Y.K.	12. Nov.
Anping and Takao via Swatow and Amoy	Coolomb M.	N.Y.K.	27. Oct.
S'hai, Nagasaki, Kobe and Yhama	South Maru	O. S. K.	29. Oct.
Swatow, Amoy & Foochow	P.E. F.	M. & Co.	29. Oct.
Bombay via Singapore, Colombo	Haichang	D. L. Co.	25. Oct.
Singapore, Penang & Calcutta	Penang M.	N.Y.K.	27. Oct.
Australian Ports via Manila	Yatsang	J. M. Co.	1. Nov.
Manila, Mangarin, Iloilo & Cebu	Changsha	B. & S.	31. Oct.
Mexican, Peruvian and Chile Ports via Japan	Rubi	S. T. Co.	13. Nov.
Kobe	Anoy M.	T. K. K.	3. Dec.
S'hai, Nagasaki, Kobe & Yhama	P. Waldemar	M. & Co.	12. Nov.
Swatow, Amoy & Foochow	P.E. Fried.	M. & Co.	29. Oct.
Manila	Hayang	D. L. Co.	28. Oct.
S'pore, P'ang, R'goon & C'cutia	Yuensang	J.M. Co.	1. Nov.
Chinwanta	Kanagawa M.	N.Y.K.	1. Nov.
Shanghai, Tientsin & Newchwang	Wuhu	B. & S.	29. Oct.
Shanghai, Kobe & Yokohama	Kukiang	B. & S.	26. Oct.
Shanghai	Amazona	M. M.	3. Nov.
Swatow	Devanha	P. & O.	6. Nov.
Swatow, Amoy and Foochow	Haimun	D. L.	28. Oct.
Manila	Halang	D. L.	31. Oct.
Manila, Cebu and Iloilo	Loongang	J. M. Co.	25. Oct.
Singapore, Penang & Calcutta	Taan	B. & S.	28. Oct.
Singapore & Sourabaya	Jalunga	D. S. Co.	25. Oct.
	Chunsang	J. M.	33. Oct.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033.

BOLINDER

DIRECT REVERSIBLE CRUDE OIL MOTORS.

STOCK IN HONGKONG.

MARINE MOTORS.

2 CYLINDER MOTOR	24 B. H. P.
2 do.	30 B. H. P.
2 do.	50 B. H. P.
4 do.	100 B. H. P.

ALSO STOCK IN STATIONARY MOTORS, AND MOTORS DIRECT COUPLED TO CENTRIFUGAL PUMPS.

ULDERUP & SCHLUTER.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels
Swatow	Haimun
Tamsui	Dajai Maru
Saigon	Carl Diederichsen

DEPART ON MONDAY.

For	Vessels
Chinwanta	Hopsang
Shanghai	Choyasang

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels
Kobe	Shidzuoka Maru
Tsingtau	Indo-China

ARRIVE ON MONDAY.

From	Vessels
Singapore	Lothian

AMERICAN MAIL.

The P.M.S. MANCHURIA will be dispatched from this port at 1 a.m. on Tuesday, October 28th, for San Francisco, via Shanghai, Namsang, Kobe, Shimizu, Yokohama and Honolulu.

The P.M.S. MONGOLIA sailed from Yokohama on Monday, on the 20th Oct. for Hongkong via Manila. The mails from the United States have been transferred to the S.S. NIPPON MARU which is scheduled to reach Hongkong on the 27th Oct.

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF RUSSIA left Kobe for 21st Oct. and was due to arrive at Shanghai on 24th October, at 7 p.m.

The C.P.R. s.s. MONTEAGLE left Moji on the 22nd Oct. and is due to arrive at Shanghai on the 25th October, at 7 a.m.

The C.P.R. s.s. EMPRESS OF INDIA arrived at Vancouver between on the 23rd October at 2 & 4 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney on the 12th inst. for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.

The E. & A. s.s. EMPIRE left Sydney on the 12th inst. for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.

The I.G.M. s.s. PRINZ WALDEMAR left Sydney on Saturday on the 18th inst. at 11 a.m. and may be expected here on or about Monday on the 10th of November.

GERMAN MAIL.

The I. G. M. s.s. PRINZ EITEL FRIEDRICH carrying the German Mails with dates from Berlin of the 1st inst. left Colombo on Saturday on the 18th inst. and may be expected to arrive here on or about Wednesday on the 28th October.

The N.Y.K. s.s. TAMBA MARU (American Line) left Seattle for this port via ports on the 7th inst. and is expected here on the 9th November.

The N.Y.K. s.s. BOMBAY MARU (Bombay Line) left Bombay for this port on the 11th inst. and is expected here on the 27th October.

The N.Y.K. s.s. COLOMBO MARU (Calcutta Line) left Calcutta for this port on the 12th inst. and is expected here on the 31st October.

The N.Y.K. s.s. SHIDZUOKA MARU (American Line) left Kobe for this port via Moji and Shanghai on the 17th inst. and is expected here on the 26th October.

The N.Y.K. s.s. SHIDZUOKA MARU (American Line) left Seattle for this port via ports on the 23rd inst. and is expected here on the 26th October.

The S.L. s.s. DEN OF AIRLIE from London is due at Hongkong on the 13th November.

The S.L. s.s. DEN OF CROMBIE from Vancouver is due at Hongkong on the 20th November.

The MOGUL LINE s.s. LOTHIAN from U.K. sailed from Singapore for Hongkong on the 21st October, and is due here on Monday on the 27th October.

The S.S. INDRANALA passed the Suez Canal on the 17th inst. for Hongkong direct.

The N.Y.K. s.s. KUMANO MARU (Australian Line) left Melbourne for this port via ports on the 22nd inst. and is expected here on the 17th November.

The N.Y.K. s.s. KAMO MARU (European Line) left Yokohama for this port via ports on the 22nd inst. and is expected here on the 3rd November.

The N.Y.K. s.s. KAGA MARU (European Line) left Colombo for this port via Singapore on the 23rd inst. and is expected here on the 5th November.

The N.Y.K. s.s. ATSUTA-MARU (European Line) left London for this port via ports on the 11th inst. and is expected here on the 19th November.

The N.Y.K. s.s. PENANG MARU (Bombay Line) left Kobe for this port via Moji and Shanghai on the 17th inst. and is expected here on the 27th inst.

The N.Y.K. s.s. SHIDZUOKA MARU (American Line) left Kobe for this port via Moji and Shanghai on the 17th inst. and is expected here on the 26th October.

The N.Y.K. s.s. SHIDZUOKA MARU (American Line) left Seattle for this port via ports on the 23rd inst. and is expected here on the 26th October.

The I.C.S. N.s.s. CHIPSING from Tientsin is due at Hongkong on the 26th inst.

The S.L. s.s. DEN OF AIRLIE from London is due at Hongkong on the 13th November.

The S.L. s.s. DEN OF CROMBIE from Vancouver is due at Hongkong on the 20th November.

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The N.Y.K. s.s. KAMO MARU (European Line) left Yokohama for this port via ports on the 22nd inst. and is expected here on the 3rd November.

The N.Y.K. s.s. KAGA MARU (European Line) left Colombo for this port via Singapore on the 23rd inst. and is expected here on the 5th November.

The R. & O. s.s. SMALL (Tientsin) is expected to arrive at Singapore on the 28th inst.

The French s.s. PHUYEN left Saigon on 21st inst. for this port and is expected to arrive here on or about the 25th inst.

The s.s. TORILLA from Calcutta left Singapore on Oct. 24th and may be expected here on or about the 28th inst.

VESSELS IN PORT.

Steamers.

Delta, Br. s.s. 4,760, W. R. L. Maru, R.N.M., 24th Oct. — Shanghai 1st Oct. General — F. & O. Co.

Carl Diederichsen, Ger. s.s. 774, Frank, 23rd Oct. — Hongkong 23rd Oct. General — F. & O. Co.

Lycoson, Ger. s.s. 1,738, O. Bach, 23rd Oct. — Saigon 19th Oct. Rice — Chinese.

Taizan Maru, Jap. s.s. 2,354, August, 23rd Oct. — Dairen 17th Oct. Coal — M. E. K.

Taiyo Maru, Jap. s.s. 1,535, T. Tumoto, 24th Oct. — Chefoo 18th Oct. General and Vermicelli — Yatai, Han.

Haimun, Br. s.s. 641, J. W. Evans, 7th inst. — Swatow 6th inst. Gen. — D. L. & Co.

Duplex, Fr. s.s. 1,001, Duval, 24th Oct. — Shanghai 21st Oct. General —

Choyasang, Br. s.s. 1,424, M. Courtney, 24th Oct. — Shanghai and Swatow 23rd Oct. General — J. M. & Co.

Sosho Maru, Jap. s.s. 1,115, K. Tashiro, 24th Oct. — Swatow 23rd Oct. General — O. B. K.

Tean, Br. s.s. 1,350, J. V. Salford, 24th Oct. — Manila 21st Oct. General — B. & S.

THE AGA LIGHT

For Light-Houses, Buoys, Railway Lights, Automobile and Military Signal Lamps, Searchlights and Complete Installations for Houses and Sea Craft.

ARTHUR NILSSON & CO.

YORK BUILDING GENERAL AGENTS.

THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS SAILING (SUBJECT TO ALTERATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
CHANGSHA	27th October	31st October
TAIYUAN	28th November	2nd December

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions, etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Rates, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire Agents.

Telephone No. 93.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA"

EAST ASIATIC SERVICE

Regular Sailings from JAPAN, OHNA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.O.) and Portland (Or).

Taking Cargo at Through rates to all European North American and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

For	Steamers	Date of Sailing
Andalusia	...	28th Oct.
Istria	...	29th Oct.
Almark	...	18th Nov.
Silhonla	...	26th Nov.
Preussen	...	27th Dec.

For V'v'er, S'ile, and/or T. &

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER SHARE &
GENERAL BROKER.

THE Undersigned has received instructions from O. W. Berwick Esq., to sell by Public Auction, on **WEDNESDAY, the 29th October, 1913,** commencing at 10.30 a.m. at his residence No. 3 Mountain View (off the Peak), **The Sale of His Valuable Household Furniture.** Comprising—**CHESTERFIELD SOFA and EASY CHAIRS, TEAK MUSIC CABINET and OVERMANTEL, UPHOLSTERED FLANO BEAT, BLACKWOOD FLOW-ER STANDS and TABLE, TIENTSIN CARPETS and WHITE LACE CURTAINS,** etc., etc. Handsome (Unstained) TEAK SIDEBOARD, DINING TABLE, CHAIRS and DINNER WAGGON, TEAK WRITING TABLE and HALLSTAND, etc., etc. **DOUBLE BRASS BEDSTEAD, FINE TEAK BEDROOM SUITE (Unstained), TEAK TOILET TABLE and WASH-STAND, SHANGHAI BATH TUBS,** etc., etc. N.B.—Most of the above made by **WM. POWELL & Co.** On view from **TUESDAY the 28th October.** Catalogues will be issued. Terms:—Cash on delivery. **GEO. P. LAMMERT, Auctioneer.**

A Collection of China and Curios lately arrived from the North. THE Undersigned has received instructions to sell by Public Auction on **WEDNESDAY, the 29th October, 1913,** commencing at 2.30 p.m. at his Sales Rooms, Duddell St. **A COLLECTION OF CHINA IN 5-COLOURED, BLUE and WHITE,** etc., comprising:—**5-COLOURED VASES, FIG-URES, PLATES, BLUE and WHITE VASES, PLATES, INCENSE BURNERS and PLACQUES, CRYSTAL and AGATE ORNAMENTS, SNUFF BOTTLES,** etc. From Torkwang to Sung dynasties. "An inspection is invited." On view from Tuesday, the 28th October. Catalogues will be issued. Terms: Cash on delivery. **GEO. P. LAMMERT, Auctioneer.**

THE Undersigned has received instructions to sell by Public Auction on **THURSDAY, October, 30, 1913** commencing at 11 a.m. at No. 1 Reclamation Street. **AQUANTY OF MACHINERY,** etc., comprising:—**CLYDE DON-KEY FEED PUMP with CYLINDERS 5" x 9" Diameter and stroke 8"** **24" CENTRIFUGAL PUMPS and ENGINES 2 STEAM WINDLASSES (complete) CYLINDERS IRON CAST-INGS for 2 LTEAM WIND- LASSES 1 VERTICAL SINGLE CRANK TANDEM ENGINE 1 HORIZONTAL STEAM ENGINE with RE-VERSING GEAR and FLY WHEEL, cylinder 5" 1 VERT-ICAL BOILER 3' diameter and 10' height with FEED PUMP. 1 HORIZONTAL TUBULAR BOILER 5'6" diameter and 6'6" length 2 DOUBLE GEARED CAP-STANS.** also **1 SET 2 TON CHAIN BLOCKS, SHAFTING, OLD CYLIND-ERS, OLD IRON,** etc., and To be sold at a later date if not sold by private treaty in the meanwhile. **1 SET VERTICAL MARINE ENGINES with 3 cylinders of 15", 24" and 40" diameters, WITH CONDENSER and PUMPS COMPLETE. Also 3 BILGED DIRECTING BOXES, 1 REDUCING and 2 DIS-CHARGE VALVES, 1 STEAM DISTRIBUTING VALVE CHEST with VALVES, 1 MAIN INJECTION VALVE, etc., used with above engine.** On view now. Terms: Cash on delivery. **GEO. P. LAMMERT, Auctioneer.**

Don't forget after the Show Supper and Light Refreshments **ALEXANDRA CAFE, Open till Midnight.**

Consignees

FROM EUROPE.

THE H.A.L. Steamship

"SEGOVIA."

Captain F. Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given to-day. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent. All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m. No Fire Insurance will be effected by us in any case whatever. This steamer brings on cargo:—ex s.s. "Bydo" from Christiania "Hjorick" from Stettin "Kong Ring" from Christiania "Germania" from Göteborg "Barsac" from Bordeaux "Jelo" from Drammen

HAMBURG-AMERIKA LINIE.

Hongkong Office, Hongkong, 22nd Oct., 1913. 981

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

s.s. "NILE," FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense. Cargo remaining on board WEDNESDAY Oct., 22nd, 1913 at noon will be landed at consignees' risk and expense. Cargo remaining undelivered TUESDAY October 28th 1913 at noon in addition to landing charges will be subject to storage charges. No fire insurance whatever will be effected. All chafed and otherwise damaged cargo will be examined at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co. All claims must be filed on or before November 21st, 1913 otherwise they will not be recognized. R. C. MORTON, Agent. Hongkong, 21st Oct., 1913. [970]

From EUROPE.

THE H. A. L. Steamship

"SAMBIA."

Captain W. Hesselmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given to-day. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent. All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m. No Fire Insurance will be effected by us in any case whatever. This steamer brings on cargo:—ex s.s. "Medoc" and "Normand"; Consignees of Cargo from Bordeaux ex s.s. "Cam-bria," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after 28th inst. at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined on TUESDAY the 28th inst. at 10 a.m. No Fire Insurance has been effected. S. O. DE BUSSIERE, Acting Agent. HAMBURG-AMERIKA LINIE, Hongkong, 22nd Oct., 1913. [980]

Consignees

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

The Steamship

"BENMOHR"

From ANTWERP, MIDDLES-BRO', LONDON and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th inst. will be subject to rent. All claims against the Steamer must be presented to the Undersigned on or before the 4th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by G. B. LIVINGSTON & CO. Agents. Hongkong, 21st Oct., 1913. [973]

FROM EUROPE.

THE H.A.L. chartered Steam-ship

"ALBANA."

Capt. Evans, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given to-day. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 a.m. No Fire Insurance will be effected by us in any case whatever. This steamer brings on cargo:—ex s.s. "Stehlek" from Setubal "Bydo" from Drammen "Germania" from Göteborg HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 20th Oct., 1913. [969]

NOTICE TO CONSIGNEES.

s.s. "ERNEST SIMONS," COMPAGNIE DES MAS-SAGERIES MARITIMES

NOTICE

Consignees of Cargo from Lon-don ex s.s. "Medoc" and "Normand"; Consignees of Cargo from Bordeaux ex s.s. "Cam-bria," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after 28th inst. at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined on TUESDAY the 28th inst. at 10 a.m. No Fire Insurance has been effected. S. O. DE BUSSIERE, Acting Agent. HAMBURG-AMERIKA LINIE, Hongkong, 22nd Oct., 1913. [980]

Entertainments

VICTORIA THEATRE.

TO-NIGHT 9.15

TREMENDOUS SUCCESS OF THE GREAT

DE. VILLIERS

BEST SEEN IN HONGKONG

ALL NEW TRICKS AND ILLUSIONS.

Late car to Peak. 15 minutes after the performance.

Booking at MOUTRIE'S

MATINEES

Saturday, 25th at 5 p.m.

Sunday, the 26th at 6 p.m.

Admission

Dress Circle.....80 cents

Dress Circle Children.....40 cents

Stalls and Pit.....50 cents

Children.....30 cents

BIJOU SCENIC THEATRE.

LAST 4 NIGHTS ONLY

"THE RACEDY TWO"

THE PATHE'S GAZETTE
NIGGER JIM (A Great & Most Wonderful Coloured American Race Track Drama)

THEATRE ROYAL

THE HONGKONG MUMMERS

An Elaborate Production of Shakespear's Irresponsible Comedy

"TWELFTH NIGHT"

(IN A NEW WAY)

In aid of the following Charities
THE DIOCESAN GIRL'S SCHOOL BUILDING FUND
THE BLIND HOME
THE Y.V.C.A. HOSTEL
THE SOCIETY OF ST. VINCENT DE PAUL

First Amateur Shakespearian Production in the Far East.

OCTOBER 25TH, 28TH AND 30TH.

LAST PERFORMANCE

SATURDAY, NOVEMBER 1st at 9.15 p.m.

MATINEE for Children & Students

WEDNESDAY, October 29th at 4.30 p.m. \$1.50 & \$1.00

Booking at Moutrie's from October 20th.

LAST PERFORMANCE

SATURDAY, November 1st at 9.15 p.m.

\$3.00 & \$2.00 Seats can be reserved at MOUTRIE'S from MONDAY, 20th October

Consignee

THE ROYAL MAIL STEAM

POCKET COMPANY.

THE Steamship

"VESTALIA."

From PORTLAND, SEATTLE and JAPAN.

The above steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside. Cargo impeding discharge or remaining on board after 3 p.m., 23rd inst. will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected. No claim will be recognised after the goods have left the steamer or Godowns and all goods remaining undelivered on 28th inst. at 6 p.m. will be subject to rent.

All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held at Kowloon Godowns on 29th inst. at 9.30 a.m. All Claims must be presented on or before 2nd November otherwise they will not be recognised. JARDINE, MATHESON AND CO., LTD., Agents. Hongkong, 23rd Oct., 1913. [984]

Consignee

INDO-CHINA STEAM NAVI-GATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. the 21st inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by:—JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 21st Oct., 1913. [971]

To Sail

Regular Steamship Service.

Proposed Sailing from Hongkong For BALTIMORE and NEW YORK.

s.s. "Suruga" } on or about 15th Nov.

For Freight and further in-formation apply to

DODWELL & CO., LTD., Agents. Hongkong, 21st Oct., 1913. [977]

Notice.

A HANDSOME

PICTURE

FREE.

Save the Coupons now being packed with W. D. & H. O. Wills celebrated "THREE CASTLES" cigarettes.

Upon receipt of 100 COUPONS, you will be sent postpaid, a beautiful photograph of a famous painting.

BRITISH-AMERICAN TOBACCO Co., Ltd.

MALINI

To Sail

NOTICE:
FOR EUROPE

via Ports of C.I.I.

THE Steamship

"Prinz Elit Friedrich," Capt. C. Mundt, will be despatched from here on Wednesday the 26th. of November and is due to arrive in Genoa on the 23rd. of December.—This steamer gives splendid opportunity to REACH HOME JUST IN TIME FOR XMAS.—Early booking recommended. For further particulars please apply to

Melchers & Co.

General Agents, Norddeutscher Lloyd, Hongkong, 8th Oct., 1913.

FOR CALCUTTA, PENANG

AND SINGAPORE.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"JELUNGA."

Captain J. R. O. Sullivan will be despatched for the above ports on SATURDAY, the 26th inst., at 3 p.m.

For Further Particulars, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 21st Oct., 1913. [975]

AMERICAN AND ORIENTAL

LINE.

(Andrew Weir & Co's Steamers.)

THE Steamship

"POLERIC."

Captain James Dye, will be despatched from Hongkong on 28th. October for

BOSTON & NEW YORK

(with liberty to call at the Malabar Coast).

For Freight and further particulars apply to

The Bank Line Ltd., Agents.

Hongkong, 7th Oct., 1913.

The Flag in Outer Waters.

The balance of naval strength in home waters was appreciably affected by the departure recently of the Fourth Battle Squadron for Gibraltar, and the Fourth Cruiser Squadron for Bermuda, in all eight armoured ships. Both these movements afford welcome evidence that the policy of concentration has commenced to yield to the strong desire which has been expressed in favour of naval representation in outer waters being governed, as far as circumstances will permit, in accordance with the old-established principle of giving effective support to British interests. The proposed linking up of the Fourth Battle Squadron with the Mediterranean Fleet at Gibraltar will make an imposing display of naval strength temporarily, in the vicinity of the Rock.

THE "INDRA" LINE LTD.

FOR SAN FRANCISCO.

THE Steamship

"INVERCLYDE"

will be despatched as above on 29th October, to be followed by s.s. "INDRAMAYO"

sailing about middle of November.

For freight apply to:—

JARDINE, MATHESON & CO., LTD., Agents.

Telephone No. 215 Sub. Tr. 9.

Commercial

SHANGHAI SHARE REPORT.

Messrs. J. P. Bissett & Co's share report, dated October 17 states:—

Business during the past few days has shown no special feature. Transactions have taken place in Langkats at prices ranging from Tls. 31 to Tls. 34, at which the latter price there are sellers. Other shares show practically no change.

Sterling Quota ion.—The T.T. rate on London to-day is 3/8.7-8.

The following is the business recorded:—

October 10.—Celebration of the Chinese Republic. Banks and Exchange closed.

October 11.—Ewon Tls. 145 cash. Shanghai Tls. 66 cash. Tams "B" Tls. 79, 88 cash.

October 13.—Langkats Tls. 34, 34 cash. Shanghai Cottons Tls. 123 cash. Anglo-Java Tls. 5.40 cash. Tams Tls. 80, 81 cash. Yangtze Insurance Tls. 195 cash.

October 14.—H. & S. Bank Tls. 797 cash. Shanghai Lands 6 per cent. 1013 Tls. 103 cash. Langkats Tls. 34 cash. New Engineering Tls. 101 cash. Ewon Tls. 140 cash. Zangbes Tls. 3 cash. Almas Tls. 4 cash. Yangtze Tls. 105 cash. Tams "B" Tls. 82, 83 cash. "B" London Strip Tls. 81 cash. Astor House Tls. 4 cash. Kung Yik Tls. 14 cash.

October 15.—Langkats Tls. 33, 33 cash. Tls. 32, 32 October. Tls. 34 December. Shanghai Docks Tls. 56 cash. Shanghai Cottons Tls. 122, 123 cash. Laou Kung Mow Tls. 105 cash. International Cottons Tls. 95 cash. Soy Chees Tls. 49 cash. Tams Meras Tls. 3 cash. Kots Babroes Tls. 3 cash. Tams Tls. 84, 85 cash. Hall and Holtz Tls. 81 cash. New Engineering Tls. 101 cash.

October 16.—Langkats Tls. 34 cash. Shanghai Docks Tls. 57 cash. Shanghai Cottons Tls. 123 cash. Tams "B" Tls. 83 cash. Weeks Tls. 21 cash.

Yarn Market.

Messrs. Polishwalla and Kot wall, in their report dated October 24, state:—

During the period under review a small business has been transacted mostly in 10s yarn at same prices as last and in some instances at a decline of 3s to 1s per bale. Some dealers are buying sparingly, while on the other hand importers are not free sellers. Bombay has weakened but prices are still higher than ours by 3s to 3s per bale. Deliveries are kept up very satisfactorily. The tone at the close is quiet but steady.

Total Sales 3,000 bales.

Unsold Stocks 24,000 bales. Sold but undelivered in the Godown and to arrive 50,000 bales.

Arrivals.—The mail s.s. "Indra" and extra s.s. "Jinlin" from Bombay, and s.s. "Katsang" from Calcutta have brought in 2,800 bales for Hongkong and 7,000 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports & nil.

Local Mill.—Small sales at quotation.

Shanghai.—No business reported.

Japanese Yarn.—No sales.

Raw Cotton.—No sales Bengal or Chinese. Stock nil. Quotation. Bengal at \$27 to \$32 Chinese at \$32 to \$35 per picul.

Raccourse "Marconi."

The "tic-tac" system of race-course signalling, which is causing trouble at the moment, is said to have originated with a Manchester man known as "Tom the Tipster" at Warwick a few years ago. He and a confederate practised a signalling method from the chief enclosure to the cheap ring, and backed a winner at 100 to 8 who was returned at 7 to 2. The idea caught on among the small bookmakers to such an extent that the "Marconi" system became general.

Entertainment

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

— PHOTOGRAPH —

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at home. The photograph this week is entitled, "Golf Links, Fanling."

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FROM SCOTLAND YARD.

How Detectives are Made.

Scotland Yard, recently lost the competent officer, Inspector W. Brewster Kemp, who retires on a pension, having completed twenty-six years in the Metropolitan Police, under five Commissioners. Probably, no member of the Criminal Investigation Department is better known to the public. For the past seven years all inquiries, belonging to very class from the richest to the poorest, have been referred to him, as "the officer on duty." He was at liberty to repeat his reminiscences, the secrets of society which he would have to tell would amaze people. Scotland Yard is called upon every day to give advice in the detection of criminal matters to an extent not generally known. Inspector Kemp's tact and discretion have been unfailing in dealing with applicants.

During his career he has been associated with many causes, many of them requiring thorough knowledge of police work in the ranks. Mr. Kemp, after a fair instance of the mode in which our police system makes its detectives. He came from the country, not town—from Sandy, in Bedfordshire, where his father is organist, and his father the parish clerk. Upon the introduction of Lord Peel he joined the force in 1887, and was first stationed at Bethnal Green, but at the time of the Victorian Jubilee was drafted to Buckingham Palace. Subsequently, in accordance with the policy of the Commissioner of that period, who moved his men from place to place, he was transferred to Hackney. The e, in 1880, he was attached to the Criminal Investigation Department, and was privileged to wear plain clothes instead of uniform. Another change, to Victoria Park, followed, where he was the recipient of two public testimonials for bringing notorious burglars, housebreakers, and receivers to justice. Next he went, in turn, to Dalston and to the Borough, and in the southern district he broke up many gangs of ruffians.

One very busy morning Mr. Kemp recalls. It was when, in 1902, the late King Edward drove in a Royal progress through the crowded and decorated thoroughfares of South London. A clergyman who imagined that a statue in Dover had been "desecrated" was charged with having placed some gunpowder under a stand erected for sightseers. His arrest, in which Kemp assisted, had scarcely been made, before the officer was called upon to apprehend Chapman, the poisoner of Maud Marsh, Isabella Spink, and Labella Taylor. That case created much interest, two bodies having been exhumed, and poison hav-

ing been found in both. Kemp was promoted to an inspectorship and his official quarters were now "the Yard." One of his more recent experiences was that of acting as escort to Sir Richard Solomon when the Collin diamond was taken from the Bank to Liverpool Street, in a taxicab, en route for Sandringham. Again Kemp was the first officer to know anything about the Crippen case, having to enter the particulars.

In general work, until he held his "officer on duty" position, Inspector Kemp was frequently employed at race meetings all over the country, dealing with undesirable in the members' enclosures. His intimate knowledge of the ways of the criminal classes then proved invaluable. In connection with many of his predecessors, Mr. Kemp leaves the police to take up private inquiry work upon his own account.—Daily Telegraph.

Notices

UNIVERSITY OF HONGKONG
Matriculation Examination.

NOTICE is hereby given that Matriculation Examinations will be held on the following dates:—

December 13th—20th 1913.
July 13th—18th 1914.

Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination. Examination Fee \$10.00 (Hong Kong Currency).

Forms of Entry and all particulars may be obtained on application to:—

THE REGISTRAR,
The University of Hongkong

HONGKONG JOCKEY CLUB
NOTICE.

THE HALF-YEARLY MEETING OF MEMBERS will be held on WEDNESDAY, the 29th October Next, at 12 o'clock, noon, at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 15th Oct., 1913. 1969

MARTIN'S
APIOL & STEEL PILLS

A Friend Remedy for all irregularities. Thousands of ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them, commend them, and their own experience. All Chemists and stores sell them throughout the world, or post free, 3/-, MARTIN'S, Chemist, Southampton, Eng.

MARTIN'S
APIOL & STEEL PILLS

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 55, Abchurch Lane, E.C. 4.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus \$100,000,000
RESERVE FUNDS: \$15,000,000

DEPOSITS RECEIVED, for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS payable in all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares.

TRAVELLERS' CHECKS sold and cashed.

Head Office:—YOKOHAMA.

Branches:—Antung-Haien, Nagasaki, Bombay, Calcutta, Newchwang, Shanghai, Hankow, Harbin, Yokohama, Kobe, Peking, Tientsin, London, Lyons, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th Sept., 1913. 18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. 129

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908. 32

PRATRAMWAY CO. LIMITED.

TIME TABLE

WEEK DAYS

7.00 A.M. to 8.00 A.M. Every 15 Min.

8.00 A.M. to 10.00 A.M. " 15 Min.

10.00 A.M. to 12.00 Noon " 15 Min.

12.00 Noon to 1.00 P.M. " 15 Min.

1.00 P.M. to 2.00 P.M. " 15 Min.

2.00 P.M. to 3.00 P.M. " 15 Min.

3.00 P.M. to 4.00 P.M. " 15 Min.

4.00 P.M. to 5.00 P.M. " 15 Min.

5.00 P.M. to 6.00 P.M. " 15 Min.

6.00 P.M. to 7.00 P.M. " 15 Min.

7.00 P.M. to 8.00 P.M. " 15 Min.

8.00 P.M. to 9.00 P.M. " 15 Min.

9.00 P.M. to 10.00 P.M. " 15 Min.

10.00 P.M. to 11.00 P.M. " 15 Min.

11.00 P.M. to 12.00 Midnight " 15 Min.

12.00 Midnight to 1.00 A.M. " 15 Min.

1.00 A.M. to 2.00 A.M. " 15 Min.

2.00 A.M. to 3.00 A.M. " 15 Min.

3.00 A.M. to 4.00 A.M. " 15 Min.

4.00 A.M. to 5.00 A.M. " 15 Min.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS: \$15,000,000

Sterling £1,500,000 at 2/-

Silver 17,450,000

Subsidiary Coins: \$32 450,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS: S. H. Dodwell, Esq.—Chairman.

Hon. Mr. D. Landale—Deputy Chairman.

G. Frieland, Esq.

E. Goetz, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

W. L. Pottenden, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Sherrin.

H. A. Siebs, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb.

MANAGER: Shanghai—A. G. Stephen.

London—Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCHE ASIATISCHE BANK.

Capital Fully Paid-up Sh. Tael 7,500,000

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dreadner Bank.

INTEREST allowed on Current Account. DEPOSITS received in terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct., 1911. 12

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 582,500

Reserved Fund 415,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON

THE ALEXANDRA CAFE

Cannot be Beaten, if Equaled, For Bread, Cakes, Confectionery, meals with Wine & Liquors.

Exchange

Selling.	1/11 11/16	T/T Marks	202
T/T Demand	1/11 3/4	T/T France	249 1/2
30 d/s	1/11 13/16	T/T Haiphong	1 1/4 1/2 pm
60 d/s	1/11 7/8	T/T Saigon	1 1/4 pm
4 m/s		T/T Bangkok	78
T/T Shanghai	72 5/8	4 m/s L/C	2 1/2 1/2
T/T Singapore	84 3/8	4 m/s D/P	2 1/2 1/2
Private 30 d/s sight S'hai	73 1/2	4 m/s L/C	2 1/2 1/2
T/T Japan	96	3 d/s S'ney & Melbourne	2 1/2 1/2
T/T India	147 1/4	30 d/s San Francisco & New York	4 1/2
T/T Bombay	147	4 m/s Marks	207 1/2
Demand Bombay	147 1/4	4 m/s France	255
T/T Calcutta	147	4 m/s do	257
Demand Calcutta	147 1/4	Bar Silver, ready	273 1/2
Demand India	147 1/4	forward	273 1/2
Demand Manila	97 1/4	Gold Leaf per tael	53
T/T San Francisco & New York	47 7/8	Bank of England rate	57
T/T Java	119 1/2	foreign	10.05

Subsidiary Coins.

Discount per \$100	Malwa, New	Aug. 15
Chinese 20 cts. pieces	\$3.35	per picul
Chinese 100	3.50	
Hongkong 20	4.35	per picul
Hongkong 10	4.00	
	4.00	

SHARE REPORT.

COMMERCIAL.

SHARE REPORT.

Messrs. Wright and Hornby's weekly report, dated October 25, states:—

A fair business was done in the early part of the week under review but the market closes easier.

Bar Silver is 27½ per oz ready and 27¼ per oz for forward delivery, market quiet.

Exchange on London opened today at 111.11-16 T.T.

Para Rubber is quoted from London 3½ per lb and the market for shares dull.

Banks:—Hongkong & Shanghai Banks have charged hands at \$780 and close firm with probable buyers. London quotes \$80.

Marine Insurance:—Unions have again advanced to \$785 buyers with no sales. Cantons are offering at \$345. North China are unchanged at \$137½ buyers and Yangtzes at \$195 ex 73.

Fire Insurance:—China Fires can be placed at \$155. Hongkong Fires are in demand at \$375.

Shipping:—Hongkong Canton and Macao Steamboats remain steady at \$28½ after sales. Douglases have sellers at \$33. China Manillas have buyers at \$7½ after sales at the rate. Star Ferries are enquired for at \$55.

Indo Chinas were sold at \$89 closing steady. Shell Transporters have improved to 103½ middle price. Business has been done at various rates from 100½ to 104½.

Docks Wharves and Godowns:—Hongkong and Whampoa Docks were booked at \$80 and \$81 early in the week but close with sellers at \$78. Kowloon Wharves are weak with sellers at \$87. Shanghai Docks are wanted at \$15.7. Hongkong Wharves are unchanged at \$10.9.

Lands Hotels and Buildings:—Hongkong Lands are wanted at \$110. Humphreys Estates have been done at \$9.10 and close with buyers at \$9 and sellers at \$9½. West Points have sellers at \$72. Hongkong Hotels (old) are unchanged at \$125. The new issue can be obtained at \$55. Shanghai Lands are \$10.90 buyers.

Refineries:—China Sugars have been booked at various rates from \$95 to \$98 cash and equivalent rates forward and close with sellers at \$98. Luzons are unchanged at \$35 sellers.

Mining:—Raubas close with buyers at \$31. Tronachs are quoted 46/3 middle price in London. Kailans are 32/6 middle price. Langkats reached \$15.36 buyers early in the week afterwards declining to \$15.32 sellers and close with buyers at \$15.34.

Cotton Mills:—Hongkong Cottons have sellers at \$9. Ewos are easier at \$14.5. Shanghai Cottons are offering at \$15.120. Lau Kang Mows have sellers at \$10.4. Kung Yiks are steady at \$14 after sales.

Miscellaneous:—There are sellers of China Borneos at \$91. China Providents at \$81. China Lights at \$4. Electrics at \$43 and Wm. Powells at \$91. Dairy Farms are wanted at \$27. Green Island Cements have changed hands at \$7 cash and equivalent rates forward closing with sellers at \$7. Hongkong loes are enquired for at \$150 after sales. Union Waterboats are wanted at \$17½. A. S. Watsons have been done at \$7½ and are in further

request. Steam Laundries were sold at \$31. Hongkong Tramways are offering at 9½.

Quotations received from London by cable to-day:—

Banks \$80 middle.
Indos \$815/8
Shells 103/8
United Serdanga 71/4

A Big Job.
Hongkong people will be interested in a new book, "China Revolutionized," by Mr. John Stuart Thomson, who was formerly a resident of the Colony. From 1901 to 1904 Mr. Thomson was in charge of the Pacific Mail and T.K.K. line across the Pacific, and he still retains the friendliest recollections of Hongkong. His new book has met with a cordial reception in Britain, the Times, for instance, in the course of a lengthy review, saying most commendatory things. Mr. Thomson informs us that he is now writing a new book in favour of an Anglo-Saxon rapprochement or alliance, or whatever it may be called. He wants the British and American people to "get together now to civilise the world." He supports British expansion in Arabia, Persia, Malaya, and so on, and American expansion in the Philippines and South America. If Mr. Thomson can write a really big book along these lines he will deserve well of both peoples and will achieve at tremendously fine work. Anyhow, we wish him all the luck in the world. He is tackling a big job, apparently in the right spirit.

A Somaliland Memorial.
Few people will object to the decision to have a simple memorial erected to those who fell in the disaster to the came corps in Somaliland. The advance was a mistake, and those who escaped did so by reason of the fact that the Dervishes retired for want of ammunition, but the defence itself was magnificent and worth commemorating. An extract from a letter which Lieutenant Dunn sent to friend vividly describes the fight at the end of which only forty-eight of the force remained alive, and twenty-two of these were wounded. He says:—

"My Somalis themselves, some of whom have been in all the big fights in this country, said they had never seen one to equal it. The Maxim gun kept going for half an hour, and then was disabled by shots. The dervishes usually began firing about 200 yards off, and came right up to us, two being killed in the middle of us. Twice I thought they were bound to get us, and then at the critical moment they fled away."

SILIMPOPON COAL.

BUNKERS

can be supplied cheap rates.

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE.

Discriminating Drinkers

feel a serene confidence

IN

JOHN HAIG'S GLENLEVEN

WHISKY.

Sole Agents for South China

H. RUTTONJEE & SON,

Wine & Spirit Merchants

Illustration of a man in a suit holding a glass.

POST OFFICE.

Attention is drawn to the re-opening of the Tientsin-Pukow Railway Mail Service connecting with the Trans-Siberian Mail Service. Mails will be closed locally to make the necessary connection at Shanghai whenever possible.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and countries beyond will be closed in this Office at 5 p.m. on the 7th of November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 13th of December. The following mail of the 21st November will be treated as the New Year Mail, and is due to reach London on the 17th December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents and with this mail are due in London on the 10th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. The seals must be of the same colour, wax and impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible.

Buttons, Coins, Thimbles, cannot be used for sealing.

The Clerks of the Post Office are forbidden to Affix Stamps on letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

The Nippon Maru with the American and also the Mail or Mongolia is due to arrive here on Monday 27th inst.

MAILS DUE.

American, Nippon Maru, 27th inst.

MAILS CLOSE TO-DAY.

Shanghai North China and Tientsin—Per KUIKIANG, 25th Oct., 5 p.m.

Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 25th inst., 5 p.m.

Bangkok—Per SAMSEN, 25th inst., 5 p.m.

TO-MORROW.

Swatow—Per HAIMUN, 26th inst., 9 a.m.

Swatow, Amoy & Tamsui—Per DAIGI MARU, 26th Oct., 9 a.m.

Holoh, Halphong, Pakhoi and Saigon—Per C. DIEDERICHSEN, 26th Oct., 9 a.m.

Bangkok—BRIDGE, 26th inst., 9 a.m.

Japan via Yokohama—Per KUMANG MARU, 26th inst., 9 a.m.

MONDAY, 27th Oct.

Dairen—Per TAIJAN MARU, 27th inst., 11 a.m.

Ningpo Shanghai and North China—Per CHOYANG, 27th Oct., 10 a.m.

Chinwangtao—Per HOPSONG, 27th inst., 3 p.m.

TUESDAY, 28th Oct.

Straits, Batavia, Cherbon, Samarang and Sourabaya—Per BANRI MARU, 28th inst., 10 a.m.

Swatow, Amoy and Foonchow—Per HAI-CHING, 28th Oct., 10 a.m.

Straits and India via Calcutta—Per NANSANG, 28th Oct., 10 a.m.

Philippine Islands—Per TEAN, 28th Oct., 3 p.m.

Japan via Yokohama—Per KUMANG MARU, 28th Oct., 3 p.m.

Swatow Amoy and Foonchow via Amoy and Tamsui—Per BOSHI MARU, 28th inst., 3 p.m.

WEDNESDAY, 29th Oct.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Suez—Per DERFLINGER, 29th Oct., 9 a.m.

Wei-hai-wei and Tientsin—Per CHIP-SHING, 29th Oct., 11 a.m.

Swatow—Per HAIMUN, 29th Oct., 10 p.m.

Chinwangtao—Per WUHU, 29th inst., 3 p.m.

THURSDAY, 30th October.

Japan via Yokohama—Per KUMANG MARU, 30th Oct., noon.

Straits and Sourabaya—Per CHUN-SANG, 30th Oct., 1 p.m.

Shanghai—Per ANHUI, 30th inst., 3 p.m.

FRIDAY, 31st Oct.

Swatow, Amoy and Foonchow—Per HAIYANG, 31st Oct., 10 a.m.

Korow, Yap, Uluni, Saipan, Truk, Pohnpe, Kusaie, Nauru, Rabaul, Sydney—Per GERMANIA, 31st Oct., 11 a.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per OHANG-SHA, 31st inst., 2 p.m.

Ningpo, Shanghai and North China—Per KALGAN, 31st Oct., 3 p.m.

Shanghai North China and Japan via Yokohama—Per NIPPON, 31st Oct., 3 p.m.

SATURDAY, 1st Nov.

Philippine Islands, Yap, Angaur, Samar, Maros, Fred, Wilhelmshafen, Rabaul, Herberthof, Matupi, Tamsui, New Zealand, South and West Australia via Brisbane—Per PRINZ SIGISMUND, 1st Nov., 8 a.m.

Straits and India via Calcutta—Per YATSHING, 1st Nov., 11 a.m.

Philippines—Per YEUNANG, 1st Nov., 1 p.m.

Shanghai North China Europe via Siberia—Per CHENAN, 1st Nov., 5 p.m.

TUESDAY, 4th Nov.

Swatow, Amoy and Foonchow—Per HAI-TAN, 4th Nov., 10 a.m.

Straits, Batavia, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Suez—Per LATE LETTERS, 11 to Noon. Extra Postage 10 cents. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail—Per ATLANTIQUE, 4th Oct., 11.00 a.m.

WEDNESDAY, 5th Oct.

Shanghai North China Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS OF RUSSIA, 5th Oct., 10.30 a.m.

SHIPPING NEWS.

ARRIVED.

Kaifong, Br. s.s. 567, Mathews, 25th inst. —Honkong 19th inst. Salt—B. and S.

Kumang, Br. s.s. 2,077, Wheeler, 25th inst. —Singapore 20th inst. Gen. —J. M. and Co.

Wuhu, Br. s.s. 1,732, Howard, 25th inst. —Chinwangtao 18th inst. Coal—

Oanfu, Br. s.s. 1,510, W. Cope Lyne, 25th inst. —Shanghai 21st inst. Gen. —S. and S.

Esturia, Br. s.s. 4,145, Jones, 25th inst. —Singapore 19th inst. Bulk Oil —Asiatic Petroleum.

Unkel Maru, Jap. s.s. 2,536, J. Miura, 24th inst. —Nakamatsu 18th inst. Coal—M. B. K.

Yodo Maru, Jap. s.s. 2,900, Yokota, 24th inst. —Wakamatsu 18th inst. Coal—M. B. K.

Fukura Maru, 3,190, S. Kikurawaki, 24th inst. —Mojiri 18th inst. Coal—M. B. G. K.

DEPARTED.

October 23.

Chongon for Kwong-chow-wan Taiwan for Saigon Senta for Bangkok

Haitan for Foonchow Yodamari for Canton Yodo for Hainan

Choyang for Canton Delta for Bombay Raga for Saigon

Chowai for Singapore Huichow for Tientsin Aldham for Kobe

Seahu Maru for Canton

PASSENGERS ARRIVED.

Per s.s. Delta arrived 25th inst. from Hongkong.

Adams, Mr & Mrs Kowatake A. S. Kamaya, S. Lyons, Miss S. Adams, Master N. Adams, Miss S. E. Bell, F. Stevens, Miss W. Dumbor, Mr & Mrs E. E. Quinan, Miss J. Fajimoto, Rev F. J. Cow, Dr. E. G. Grogan, Miss W. Head, Miss F. M. Hibberd, Miss Y. Hata, C. Marshall, F. Ishiwatari, K. Shuda, C.

Per s.s. Kago Maru departed 27th inst. from London.

Feahley, T. Leong, Mrs Perkins, Miss E. Cumber, J. S. Peabody, W. M. Muller, Dr. Shallard, H. W. D. Carl Muller, Dr. Fraulien Bhok Lloyd, E. A. Shallard's Nurse Mendon, W. Peabody, Chan Chun Look, Low Hong Fean, Lo Mun Hin.

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WEATHER REPORT.

On the 25th at 11.10—The anticyclone has strengthened and spread eastward.

Pressure has increased along the coast of China, considerably in the North and slightly in the South. It has also increased slightly over the Philippines.

Fresh to moderate monsoon is indicated along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. Fresh to moderate, fine.

2 Formosa Channel. N.E. winds, strong.

3 South coast of China between H.K. and Lampoko. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 25th October, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Wootock 7a 30.15 38 12 nne 4 c

Nemuro 6a 30.10 wnw 1 c

Hakodate 30.11 wnw 1 c

Tokio 30.30 nw 1 c

Kobe 30.23 nw 1 c

Nagasaki 30.19 ne 1 c

Kishima 30.08 ne 1 c

Oshima 30.01 ne 1 c

Naha 30.05 ne 1 c

Ishijima 30.05 ne 1 c

Bonin Is. 30.06 ne 1 c

Choshi 30.33 53 67 unw 7 bc

Wanhsui 30.14 e 2 c

Taihu 30.10 e 2 c

Taiwan 30.08 ne 2 c

Kailan 30.09 ne 2 c

Padores 30.22 73 72 sse 1 b

H'kong 30.14 71 78 sse 2 c

Gap Rock 30.11 e 3 c

Macao 30.10 71 e 1 c

Chowai 30.14 70 ne 4 b